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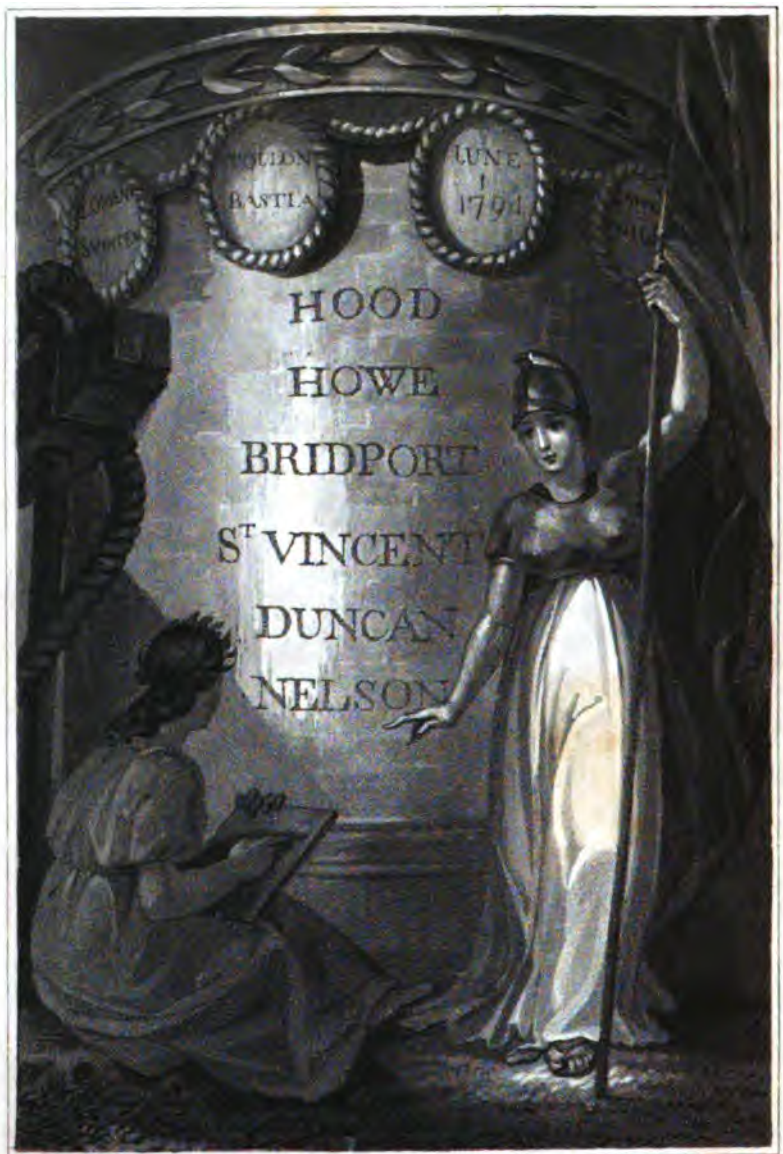

In native Vigour bold, by Freedom led,
No Path of Honor have they failed to tread
But, while they wisely plan, and bravely dare,
Their own behaviour are their latest care.

Hayley.

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THE NAVAL CHRONICLE.

FROM JULY TO DECEMBER.

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TO

THE RIGHT HONOURABLE

GEORGE JOHN EARL SPENCER,

PRIVY COUNSELLOR

KNIGHT OF THE MOST NOBLE ORDER OF THE GARTER

AN ELDER BROTHER OF THE TRINITY HOUSE

AND FIRST LORD COMMISSIONER OF THE ADMIRALTY

OF GREAT BRITAIN,

&c. &c. &c.

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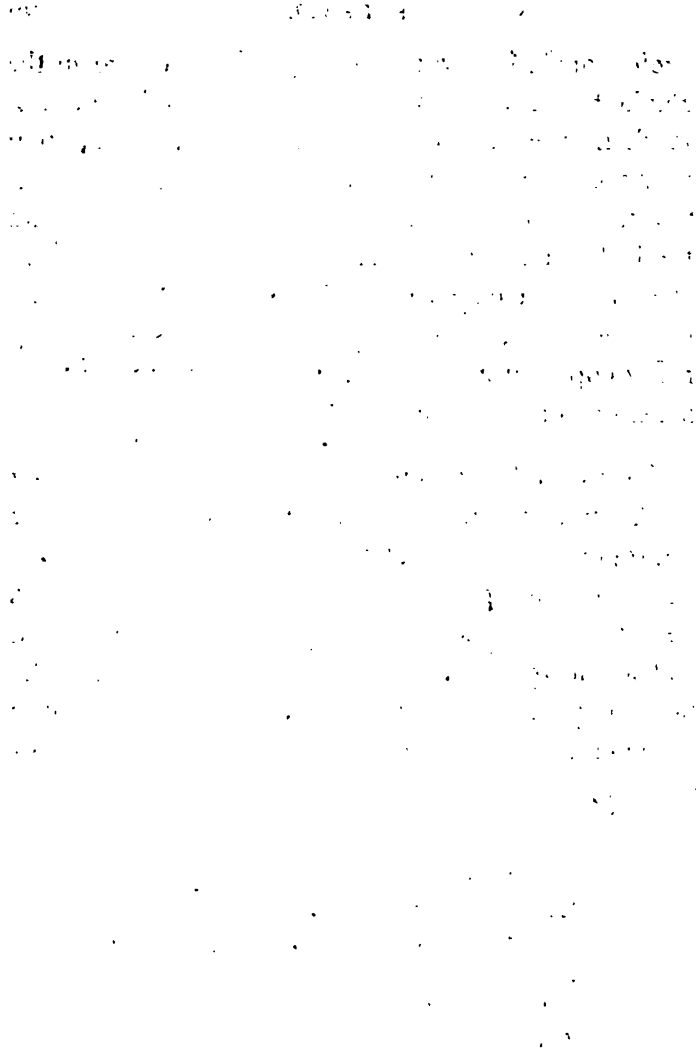

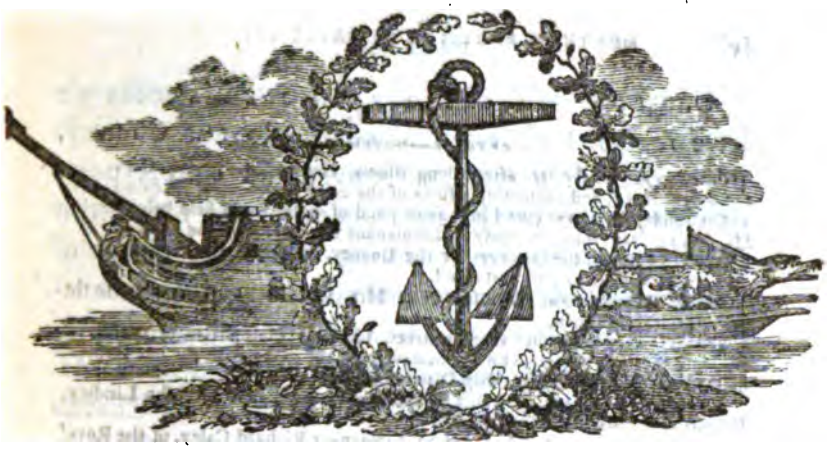

PREFACE

TO THE SECOND VOLUME.

IT was well remarked by an eminent and successful periodical writer, that all considerate *Lords of the Soil* will, for good reasons, not only continue in possession a Tenant, who holds merely at pleasure, so long as he duly performs Suit and Service, but will also allow him proportionable advantages, if, through his industry, and enquiries of skilful persons, he shall improve the premises.—A relation somewhat like this, Mr. Urban* of venerable memory, always considered as subsisting between himself, and the Public. As an hitherto favoured Tenant, we therefore again come forward on concluding our second volume, with our respectful thanks; and at the same time embrace the opportunity of reviewing the contents, and progress of our Work.

* Gentleman's Magazine, for 1746.

Under the head of BIOGRAPHICAL MEMOIRS we have rendered an essential service to our Country, by placing in a more extensive, and correct point of view, some of the first Characters of the British Navy; and also, by rendering others the object of public attention, whose exertions, though highly beneficial to the period in which they appeared, are at present by no means sufficiently remembered: our Memoirs of Lord Hood; of the late Admiral Sir Charles Knowles's services in Russia, and of the late Captain Alms, were particularly published on the above principles.

The TOULON PAPERS, which have given so much satisfaction, will enable the historian of the present War, to form a correct idea of one of the most important events, that has taken place; and which before was too imperfectly considered: he will also derive assistance from those original professional documents, with which, by the flattering attention of different Correspondents, we have given an additional interest to the Naval Chronicle.

In the PHILOSOPHICAL DEPARTMENT many sincere thanks are due to our Professional Correspondent (L,) whose valuable answers to the Queries of the HUMANE SOCIETY, have been unavoidably delayed; they however shall have the earliest attention paid them in our power, as well as the other communications of this Officer that have not yet appeared. We are also sensible of the value of Mr. Whidbey's MS. remarks on Time-keepers, his important observations on Compasses, and on the present method

of noting the Variation: the future communications of so experienced and able a mariner, as Mr. Whidbey, will not only prove a considerable addition to our work, but must be of essential benefit to THE SERVICE in general. The continued assistance of J. M. ESQ. in our philosophical department; as well as the communications of BRITANNICUS, and A. G. NAUTICUS; the polite attention of LIEUTENANT H. (who will not allow us to mention his real rank), with the assistance of our friend from Bristol, who subscribes himself A SEAMAN, and many others, here claim our grateful acknowledgments.

When reviewing the MISCELLANEOUS DEPARTMENT of the Naval Chronicle, our obligations are considerable to those Gentlemen, who have enabled us to bring forward subjects equally interesting, and instructive to professional men. Amid these our early Friend H. W. H. has our first, and hearty thanks. We are also duly sensible, of the communication of Sir Home Popham's Letter "on the best mode of defence in case of invasion;" of the literary assistance we have received from a worthy Baronet in Leicestershire; and of the attention of those officers who favoured us with Lord Nelson's MS. remarks on the Action of February 14, 1797, and also with further particulars of that glorious event.

Our selections of NAVAL POETRY are enriched with some original lines of considerable merit; to these we have been careful to add such poems, as are connected with our subject, and claim pre-eminence in point of genius. To poor Falconer, of whom

we are promised some interesting particulars, our work has assigned the sublime naval ode styled the Storm, which so long had been given to G. A. Stevens: many other nautical compositions, have been thus brought forward, that before were too much blended with the general mass of English poetry.—A Cambridge Correspondent, on whom our readers may rely, informs us, that "The Rime of the Ancyent Mariner" is undoubtedly the composition of Mr. Coleridge of Jesus College: we particularly recommend the perusal of the whole to our Professional Correspondents, who must not complain of a dearth of Poetic Genius, when such compositions appear. We are also happy in receiving the remarks of a Seaman, who dates from his cabin in the gun room, on that beautiful Commercial Epic Poem of Camoens, The Lusiad, which the spirited translation of Mr. Mickle, has given to his countrymen:

False to themselves, and to their interest blind,
Are those cold Judges, of fastidious mind—
Far wiser those, who, with a generous joy,
Nor blindly fond, nor petulantly coy,
Follow each movement of the varying Muse,
Whatever step her airy form may chuse;—
Who, if her voice to simple Nature lean,
And fill with Human Forms her Epic Scene,
Pleas'd with her aim, assist her moral plan,
And feel with manly sympathy for Man.

HAYLEY.

Our GAZETTE LETTERS form an official history of the noble achievements of our brave Seamen during the present important crisis; and have proved in their detached, and collective state, very acceptable to

professional Men: yet, as they regularly appear in the Public Prints, and have therefore been published prior to their insertion in the Chronicle, our wish, that they should not occupy too large a portion of our work, has made us hitherto unable to keep pace with the brilliant exploits of The British Navy. This however we shall endeavour to rectify; and can assure our readers, that such letters, as we insert, are correctly copied from The Gazette, without the smallest omission, or abridgment.

To dwell longer on the various subjects of our work, might render our gratitude ostentatious, or improper. We therefore return our thanks in general for the patronage we have received, at a period so unfriendly to Literature, which we shall endeavour to merit by our exertions; and for the present take leave of our readers with the lines Sylvanus Urban, in 1753, addressed to his numerous readers;

The varied Volume of the year's
A Treasury of Art;
The Index at the last appears,
And points out every part:
So let us constantly review
The varied scene that's past,
And as the rolling Years renew
Examine well the last.

PLATES *from Original Designs by Mr.* POCOCK.

Page.

The FRONTISPIECE, from a Design of Mr. ISAAC POCOCK's, jun. represents BRITANNIA recommending to the attention of the Historic Muse, the celebrated VICTORS of the present War.

Nothing extenuate!
Nor set down aught in Malice.

VIGNETTE TITLE PAGE; BRITANNIA represented in her Naval character, from a Design of Mr. WESTALL.

VIGNETTE HEADPIECE, from an accurate Drawing by Mr. POCOCK, representing the Model of THE TRITON, Capt. Gore, built on Admiral GAMBIER's improved Plan.

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Provided it was so, that Theory and Practice could be so easily interwoven, as imagined, the Experimental Part would be the noblest, without which no man can properly call himself a shipwright. What variety of uses, as well as shapes, may be observed in such machines; and how admirably the experimental part has unveiled itself!

SUTHERLAND *on Ship Building.*

BIOGRAPHICAL MEMOIR

OF THE RIGHT HONOURABLE

SAMUEL, LORD VISCOUNT HOOD*.

His nature is too noble for the world!
He would not flatter Neptune for his trident,
Or Jove for his power to thunder! His heart's his mouth!
What his breast forges that his tongue must vent;
And being angry, doth forget that ever
He heard the name of Death! CORIOLANUS.

WHEN the future Historian shall impartially consider the brilliant Naval Achievements of the present war, The Subduer of Corsica, who first shook the ensanguined power of The Mad Destroyer, will attain that elevation which is due to superior merit.

There are few, if any professions, whose biography has been so little considered as that of the Naval Officers of Great Britain. Where such a complication of important duty rests on the ability of a single individual, as must ever

* Admiral of the White; an Elder Brother of the Trinity House; Master and Governor of Greenwich Hospital; and Ranger of Greenwich Park.

be the case in naval expeditions, and especially where so modest a deportment attends on the most successful undertakings, the public should be in possession of documents, beyond those afforded by the papers of the day, before they attempt to form a final opinion. With an impetuosity peculiar to their nature, our countrymen too frequently are led to decide from the impulse of the moment; forgetting, as Dr. Johnson so justly observes in his Life of Sir Francis Drake, "that a man by nature superior to mean artifices, and bred from his earliest years to the labour and hardships of a sea life, is very little acquainted with policy and intrigue; very little versed in the methods of application to the powerful and great, and unable to obviate the practices of those whom his merit has made his enemies."

Lord Hood, the elder brother of Lord Bridport, was not originally destined for the Service;—it was some time before the venerable rector of Thorncombe could obtain sufficient resolution to trust two sons, to the honourable yet perilous duty of The British Navy. His reliance and trust in Providence at length strengthened his resolution; but the moment must have been painful, when he took leave of the intrepid youth:—the wind howls with peculiar horror to him whose offspring is on the waves; the beating tempest of a winter's evening is painfully alarming to that parent, whose social hearth seems forsaken, through the absence of one that is at Sea.

Commodore T. Smith*, then commander in chief on the Newfoundland station, who afterwards sat as president on Admiral Byng's court martial, was the first officer with

* This spirited officer was known at that time in the Navy by the appellation of *Tom of ten thousand*. When a lieutenant on board The Gosport, a French frigate, with whose government we were then at peace, in sailing from Plymouth, passed him without lowering her top-sails. The captain of the Gosport was on shore, and Mr. Smith, fearless of the consequences, fired into the French ship, and obliged her to shew the customary homage. Complaint was immediately made; Lieutenant Smith was tried by a court martial and broke. His conduct, however, was so acceptable to the nation at large, that on the following day he was promoted post captain, without passing through the gradation of commander. Capt. Smith was afterwards advanced to the rank of Admiral of the Blue, and died respected by every one, on the 28th of August 1762.

whom Mr. Samuel Hood embarked in the Romney, during the year 1740. Having distinguished himself in the situation of a midshipman, on various occasions that demanded considerable skill and intrepidity, Mr. Hood in a striking manner excited the notice, and patronage, of the discerning commodore; and was accordingly promoted by him to the rank of lieutenant, in October (1746) during the rebellion, when Commodore Smith commanded a Squadron on the coast of Scotland.

It is interesting to trace the progression of distinguished characters; we therefore add that Mr. Hood was next appointed as lieutenant to the Winchelsea of 20 guns, which in the winter of 1746 engaged, and captured, a French frigate of superior force. During the action, which was very spirited, Lieutenant Hood received a severe wound. In (1748) he was removed to the Princess Louisa, then bearing Admiral Watson's flag; who, with ten other captains, had been advanced for their gallant behaviour in Lord Anson's action with Monsieur de la Jonquiere's squadron. Lieutenant Hood accompanied Admiral Watson to Louisbourg; and on the peace returned with him to England.

In the year (1754) Mr. Hood was promoted Commander of the Jamaica sloop, then stationed at the Bahama Islands; and the year following joined Lord Keppel in Hampton Road, Virginia, who commanded the expedition in which General Braddock was defeated. A putrid, or jail fever *, having raged with great violence in the fleet, under the command of Admiral Boscawen at Halifax, Captain Hood, with a presence of mind that thus early was visible in his conduct, being then at South Carolina, immediately entered as many supernumeraries as he could possibly accommodate at sea, and carried them without delay to the admiral; for which seasonable supply he received the hearty thanks of that officer. In the succeeding year (1756) having

* Before the admiral reached England, upwards of 2000 seamen died of this distemper.

been appointed by Commodore Holmes his captain in the Grafton, and being present in the action off Louisbourg, with a French squadron, he returned with him to England towards the close of the same year; and found, on his arrival, that he had been made post during his absence, in July 1756.

Captain Hood received the wished-for object of naval ambition at an age, which might induce him to contemplate with zealous hope the highest honours of his profession. During the probationary years of service he had been under the immediate eye of officers whose character stood high in the public opinion. Few men have had the advantage of forming themselves after such models as Captain Hood enjoyed. Under Admiral T. Smith, he had early opportunity of daily beholding a most ingenuous character, marked with a gallantry, and integrity, that could not be surpassed. The name of Watson brings to our recollection every thing that could adorn The Navy; being in the confidence of such a man, must have early instilled those principles into the mind of our young officer, which he afterwards so rigidly adopted as the rule of his conduct towards others. Commodore Holmes had seen a variety of service, even prior to the period at which Captain Hood was under him, and had every thing in his character adapted to form an excellent officer. With these advantages, joined to an apt and ready observation, that suffered none of them to be lost, Mr. Samuel Hood passed through the first gradations of the profession, and now prepared to increase the honours of that rank to which he had been deservedly raised.

His first brilliant action was in the Antelope, 50 guns, to which he was appointed in April (1757)*. In this ship he engaged, drove on shore, and totally destroyed, in the Bay of Audierne, near Brest, a French ship of war of 50 guns, and 450 men. The enemy had thirty men killed during the

* In January 1757 Captain Hood had an order to command the Torbay, which was the first ship given him after being made Post, in the room of Lord Keppel, then a member of the court martial on Admiral Byng. In the March following he commanded the Tartar.

action *, and twenty-five wounded. The Antelope had only three men killed, and thirteen wounded. From a mistake in the Naval History of that period, we have assigned this action to his brother Captain Alexander Hood; but with so many others to notice of equal estimation, the mistake may perhaps be pardoned. Captain S. Hood was appointed to the command of the Vestal frigate in (1758) 32 guns, and 220 men, built at Liverpool.

Rear Admiral Holmes having in (1759) been made third in command of the fleet destined to co-operate in the expedition against Quebec, previously sailed for New York with a convoy of sixty transports. In this squadron † was the Vestal, Captain S. Hood. Early on the 21st of February, Captain Hood being sent on the look out, made the signal for a strange sail, and soon afterwards that it was an enemy. About two the Vestal got close alongside, and began a most spirited action, which continued without any cessation until six in the evening, when the Vestal took possession of her opponent. She proved to be the Bellona (32 guns, 220 men), commanded by the Comte de Beauhonnoir; who had escaped out of Fort Royal Bay, Martinico, during the night of the 16th of January, in company with the Florissant, and a frigate of her own force. They were all chased by Commodore More's squadron, and had on board dispatches for France, that the English had landed on the island.

When the Vestal's lieutenant took possession of the prize, he found more than thirty dead upon the deck: out of 220, forty-two had been killed. The French acknowledged at last, that they had thrown about twelve overboard. The Vestal had five killed, and twenty-two wounded. The Bellona was left with only her foremast standing, without either yard or topmast. When Captain Hood brought to,

* For the particulars of this engagement we refer our readers to page 266 of the Naval Chronicle, vol. i.

† Admiral Holmes sailed on the 14th of February with the Northumberland and Terrible, 74 guns; the Trident and Intrepid, of 64; the Medway, 60; and the following frigates:—Maidstone, Adventure, Diana, Trent, Europa, Vestal, Eurus, Boreas, and Crescent.

all the topmasts of the Vestal fell over the side; and her lower masts must have gone likewise, so completely was the rigging cut to pieces, had it not been for the great exertions of the captain, and his gallant ship's company; these were assisted by favourable weather, and on the 2d of March he arrived with his prize at Spithead. She was purchased by Government, and added to the Royal Navy by the name of the Repulse.

During the remainder of the year (1759) Captain Hood's ship was attached, with other frigates, to Rear Admiral Rodney's fleet, sent to bombard Havre de Grace. He was afterwards employed for two years on the coast of Ireland, and the remaining three years of the war he served in the Mediterranean under Sir Charles Saunders. After the peace of 1763, Captain Hood hoisted his broad Pendant in the Romney, as commander of his Majesty's ships and vessels on the Boston station, in the year (1768). His letters to the ministry at this period, some of which we may hereafter lay before our readers, are well worthy their attention. They were printed by Mr. Almon, and were much read, as displaying marks of an original and penetrating mind. This curious naval work now only exists in the selections of political men. It strikingly described the ferment and discontent that pervaded all ranks in North America, and in the clearest manner predicted what afterwards came to pass.

On the 25th of July (1776) Captain Hood was appointed to the command of the Courageux (74 guns), which had been taken from the French; and what deserves notice, the four lieutenants serving under him in that ship have since arrived to the rank of rear admirals.

Captain Hood was appointed to succeed (Feb. 16, 1778) the late Admiral Gambier as Commissioner of Portsmouth Dock-yard; on the 20th of April following, he was created a baronet; and in the month of September (1780) was advanced Rear Admiral of the Blue. Thus, after forty years of arduous and faithful service, did this distinguished officer at length attain the professional rank, in which an ampler

scope would be allowed for a display of that nautical skill, and experience, which he had derived from no common sources, and had gained with no inconsiderable share of peril and fatigue.

Towards the conclusion of the American war, in the winter of (1780) Rear Admiral Sir Samuel Hood first hoisted his flag on board the Barfleur, and soon sailed with a squadron to the West Indies. On the 3d of December, with all the outward-bound fleet under his convoy, he took his departure from the Edystone, with a fine breeze from the eastward. During his continuance on this station, he added considerably to a reputation already great, as the following correct details of his principal actions will prove.

In the month of April (1781), whilst Sir George Rodney, with his own ship the Sandwich of 90 guns, and the Triumph of 74 guns, was at St. Eustatius, Rear Admiral Hood, with seventeen sail of the line, was cruising off Fort Royal, Martinico, in the hope of intercepting Monsieur de Grasse's squadron and convoy; and thereby preventing, if possible, his junction with eight line of battle ships, and one of fifty, at Martinico and St. Domingo; which would give the enemy such a decided superiority in those seas, as must render the protection of our West India islands very precarious.

The course of the French fleet, from Europe to Fort Royal, lay through the channel of St. Lucia, which is about ten leagues over, and separates that island from Martinico. It has been asserted, that Sir Samuel Hood made some remonstrances against the squadron being stationed in the channel of Fort Royal Bay, as being continually liable to fall to leeward, and consequently of being rendered incapable of accomplishing the object in view: he therefore proposed that the squadron should cruise to windward off Point Salines; a situation which would render it impossible for any fleet to enter the channel, without coming to action. Subsequent events fully proved the justice of Admiral Hood's opinion, and yet Sir George Rodney might have

sufficient reason, which he kept to himself, for not following it. Men, who possess the energy of original genius, do not always think alike. The bird, that soars towards the Sun, is never seen in a flock.

Sir Samuel Hood, whilst lying off Port Royal, was distressed for want of frigates to cruise to windward of the islands, having only a single one to look out. In his letter to Sir George Rodney he dwells on this, and urges the necessity of having more employed on so essential a service:

In one dated April 23, he says—"I have detained the Lizard with me to fill the station of the Santa Monica, and I very much want two or three more frigates to employ as look outs; as I think it highly necessary I should keep every line of battle ship with me: for if the enemy were to appear round Point Salines, the ships of the line to the northward could be of no use; and *vice versa* if the enemy approached the other way; which makes more frigates absolutely necessary."

Early on the morning of the 28th of April (1781), the frigate cruising to windward, off Point Salines, made the signal for discovering a large fleet. Sir Samuel instantly ordered a general chace to the S. E. in order to bring all the ships well up to windward; and at ten (A. M.) formed the line of battle a-head, at two cables length asunder; the enemy then standing on a wind to the southward. About noon, a signal was made by the reconnoitring frigate, that the enemy was of superior force, and counted nineteen sail of the line, besides two supposed to be armed *en flute*, and a numerous convoy; the whole were standing to the northward. Notwithstandng this superiority of force, Sir Samuel Hood steadily continued the line of battle ahead, endeavouring by every exertion to get to windward, that he might be able to close in with Fort Royal at day-light, and thereby cut off the possibility of the enemy's escape into that harbour. Accordingly at sun-set, the English squadron tacked all together, stood to the northward, and kept in with Fort Royal all night.

On the morning of the 29th, at nine o'clock, the enemy appeared in sight coming down between Point Salines and the Diamond Rock: Sir Samuel Hood made the signal for a close line, and to prepare for action. The enemy at the same time formed the line of battle. At twenty minutes past nine the Prince William, Captain Stair Douglas, with great exertions* and diligence, opportunely joined the Admiral from Gros Islet Bay; but at the very same time four ships of the line, and one of fifty guns, joined Comte de Grasse, thus giving him a superiority of *six ships of the line.*

Notwithstanding this great inequality of force, which would have daunted a common mind, Sir Samuel Hood, resolving on the attack, made every possible manœuvre to gain the wind, and bring the enemy to close action; and in this he was gallantly seconded by the next in command, Rear Admiral Drake, and all the captains of his Fleet. At eleven the enemy's fire commenced, which Admiral Hood did not return until he observed their shot passed over his ships; he then threw out the signal for engaging. De Grasse, having the option of distance, would not approach near enough to render the Action decisive, although Admiral Hood bravely invited him to come down by bringing-to the English squadron under their topsails.—In his letter to Sir George Rodney Sir Samuel remarks, that the action became general at half past twelve, but at too great a distance, and then adds: "never was more powder and shot thrown away in one day before; *but it was with Monsieur de Grasse the option of distance lay, it was not possible for me to go nearer.*

The Action had now lasted about three hours, when the British Admiral finding that not one shot in ten of the enemy reached, and that all his endeavours to gain the wind

* Sir Samuel Hood thus expressed his grateful sense of it, in his letter of May the 4th—"Twenty minutes past nine, the Prince William joined me from Gros Islet Bay; and, as I sent for her but the night before, Captain Douglas's exertion must have been great, and does him much credit, to be with me so soon, having the greatest part of his crew to collect in the night."—Lord Hood never suffered the exertions of his officers to pass unnoticed.

were fruitless, ceased firing; an example that was soon followed by Monsieur de Grasse.

Although The Engagement in point of firing seemed to be general, the distance preserved by the enemy, and the strenuous, though ineffectual efforts made on every occasion that offered, by the British ships, to close with the French, rendered it partial. The van, and nearest ships of the centre, from their unceasing attempts to get to windward, were exposed to a long and heavy fire, by which some of them suffered very considerably; but this was more with respect to their masts, hulls, and rigging, than to any loss of men.

The Russell had received so many shot in her hull, that the water was over the platform of the Magazine, gaining considerably on all the pumps. Three of her guns also had been dismounted, besides other damages. At half past six on the evening of the 29th of April, Admiral Hood made her signal to come within hail; when Captain Sutherland, who commanded her, received his orders, if he could possibly keep the ship afloat, to proceed instantly to St. Eustatius, or any other port he could make. He accordingly bore away for the former in the night, and with great difficulty preserved the ship from sinking in her passage.

On Monday, April 30, at day-light, the admiral discerned the Van, and Centre, of his squadron, separated at some distance from his own ship the Barfleur, and also the Rear, owing to baffling winds and calms during the night. The enemy's advanced ships were steering to the van of his squadron, indicating a disposition in them to bring the contest to that decisive conclusion they had before so much evaded. Admiral Hood made all possible sail towards them, and threw out the signal for a close line of battle; the enemy's line being a good deal extended and scattered.

The unexpected manœuvre which Sir Samuel Hood afterwards made, shewed the uncommon powers of his mind as a Commander in chief, and is thus related by the first political writer of the age*: "That judicious commander

* Old Annual Register, vol. xxiv. p. 109.

seeing that the French line was very irregular, and that the Van, and a part of the Centre, were greatly separated from the rest, *made one of those bold movements*, which, by throwing the fleet into the greatest apparent confusion, would to a common eye have appeared full of danger; at the same time that *it could only be directed by the greatest judgment.* The object was to gain the wind, in which he was very near succeeding; and in that case he would have cut off, and destroyed, one half of the French fleet, before it could have been succoured by the other. Fortune, however, failed in her usual favour to bold enterprise. This movement totally changed the appearance of things, and the British fleet, instead of being on the defensive, carried the face of being the aggressor during the rest of the day."

That he might not lose any more time in tempting the enemy to a close engagement, Sir Samuel Hood at length resolved to bear away for Antigua: added to the loss of the Russell from the line, he knew that the squadron had upwards of 1500 men sick, and short of complement. The Intrepid, and Centaur also, had received several shots between wind and water, and the lower masts of the latter were badly wounded. His sentiments on the occasion were thus expressed:

"I judged it improper to dare the enemy to battle any longer; not having the least prospect of beating a fleet of twenty-four sail of the line of capital ships, and knowing the consequence of my being beaten, would probably be the loss of all his Majesty's possessions in this country, I thought it my indispensible duty to bear up, and made the signal for it at eight o'clock.

The loss in men amounted only to 36 killed, and 161 wounded; but The Service suffered considerably by the death of the brave Captain Nott of the Centaur, who, with his first Lieutenant Plowden, fell in the action."—

"The conduct of the French, says Mr. Clerk *, in this affair with Sir Samuel Hood, is much the same with the two last of Sir George Rodney's. It is the third time, where, contrary to their established practice, *they have kept the wind.* But, aware of the danger of this

* Naval Tactics, part i. p. 99.

position, they approached so near the British only, as to be able to amuse them with a distant cannonade, while their merchant ships and transports might, with sufficient security, get into port.

From this battle we may judge of the propriety of cannonading, even where there may be the smallest chance of reaching an enemy. For, notwithstanding the great distance of the two fleets, and though the French were to windward, yet many of their shot took place in the hulls of our ships, so far below the water-line, that three of them could with difficulty be kept afloat."

On the 31st of July (1781) Admiral Sir George Rodney, having entrusted the command of his Majesty's fleet at the Leeward Islands to Rear Admiral Sir S. Hood, sailed from St. Eustatius, on the following day, with the Gibraltar, Triumph, Panther, Boreas, two bombs, and a convoy for England. On the fifth of the same month, Monsieur de Grasse had gone with his whole fleet, and a large convoy for Martinico, and arrived about the middle of it at Cape François St. Domingo, where he was reinforced by five sail of the line. At the beginning of August he sailed from thence with his prodigious convoy, which having seen out of danger, he touched at the Havannah for money; and then directed his course with twenty-eight sail of the line, and several frigates to the Chesapeak, where he arrived by the end of the month.

Sir Samuel Hood, having received intelligence of this, lost not a moment in hastening to the coast of America. On the 25th of August (1781) he arrived off Cape Henry, and from thence dispatched a frigate with intelligence to Rear Admiral Graves. Finding, however, that no enemy had appeared either in the Chesapeak, or Delaware, he proceeded off Sandy-Hook. On the very day of his arrival there, the Commanders at New York received intelligence that Monsieur de Barras, who succeeded Ternay in the command at Rhode Island, had sailed three days before with his squadron to the southward. The intercepting of this squadron was an object of importance; and R. Admiral Graves, on the 31st of August, bringing out of New York to Sandy Hook five ships of the line, and one of fifty guns, took the command;

Sir Samuel Hood getting under sail at the same time, the fleets proceeded together to the southward.

The Cruisers placed before the Delaware by R. Admiral Graves could give no certain information, and the cruisers off the Chesapeak had not joined *. The wind being rather favourable, they approached The Chesapeak on the morning of the 5th of September, when the advanced ships made the signal for a fleet. A number of great ships, being twenty-four sail of the line, were soon discovered at anchor off Lynnhaven Bay, just within Cape Henry, extending across the entrance of The Chesapeak. They had a frigate cruising off the Cape, which stood in and joined them. As the British fleet approached, the French immediately † slipped their cables, turned out from their anchorage in some confusion, and formed without any particular regard to prescribed order, as they could come up.—Wind at N. N. E.

The British fleet amounted only to *nineteen* sail of the line, that of the enemy to *twenty-four*; so that the French had a superiority of no less than *five line of battle ships*. The action commenced soon after four amongst the headmost ships, pretty close, and then was nearly partial, being general only as far as the second ship from the centre, towards the rear. It ceased a little after sun-set. Our fleet had 90 men killed, and 230 wounded, chiefly belonging to Sir Samuel Hood's squadron. The French during the battle had 1800 seamen and 90 officers on shore.

The two fleets continued for five days in sight of each other, repairing their damages and manœuvring, until the French admiral had gained his object by covering the arrival

* Admiral Graves's letter.

† "Certain French officers on board their own fleet, having received an invitation from the Admiral to dine with him, on seeing the British squadron approaching the Chesapeak in the morning, and dreading they might be attacked before they could be prepared for action, pleasantly said to an English gentleman, then prisoner on board, We have received an invitation from the admiral to dine with him to-day, but it must have been from your admiral, not our own."—*Clerk's Tactics.*

of Monsieur de Barras's squadron*, and convoy, from Rhode Island; when he returned with his fleet to the Chesapeak, and anchored across, so as to block up the passage. This decided the fate of Lord Cornwallis.

Sir Samuel Hood returned with his squadron to the West Indies in the month of December (1781), and arrived, on the 5th, at Carlisle Bay, Barbadoes; but not finding any of the stores necessary to refit his ships, he was obliged to dispatch the Fortunée frigate to Antigua, for all that could be spared from that island. In addition to this, he discovered that the contractor's agent at Barbadoes had not a sufficient supply of bread, to enable the ships of the squadron to go to sea with twenty day's provision for each.

In the beginning of the month of January (1782) Comte de Grasse, with 33 ships of the line, having landed 8000 men on the island of St. Christopher's, under the command of the Marquis de Bouillée, General Fraser with his small garrison of 600 men, retired to Brimstone Hill. Sir Samuel Hood's fleet at Barbadoes consisted at this time of only twenty ships of the line. However, on the 14th of January, this persevering and intrepid commander, notwithstanding the great superiority of the enemy, most gallantly determined on a measure of unusual boldness for the preservation of that valuable island. Instead of waiting their approach, he resolved to confound the enemy at once by an immediate attack, and to engage them at anchor. Accordingly touching at Antigua he took General Prescott, and the few troops which could be spared, on board; and having previously

* The Comte de Barras sailed from Rhode Island with seven line of battle ships:

Duc de Bourgogne - -	84	Comte de Barras, Baron de Durfort,
Neptune - - - -	74	M. Destouches,
Conquerant - - -	74	M. de la Grandiere,
Eveillé - - - -	64	M. de Tilly,
Provence - - - -	64	M. Lambart,
Jason - - - -	64	M. de la Clocheterie,
Ardent - - - -	64	M. de Marigny.

Barras joined de Grasse on the 11th of September, after making a circuit as far as Bermuda.

given his instructions to the commanders of the respective ships, that they might clearly comprehend his wishes, he proceeded thence in the evening for Basseterre Road, where the enemy lay at that time. Early on the 24th of January Admiral Hood formed his line of battle, for the purpose of bearing down to the attack; when the untoward accident of the Alfred's running on board the Nymphe arrested the prosecution of this well-concerted design, and the fleet were obliged to lie to for a day to repair the damages which the *Alfred* had received.

In the evening of the same day Comte de Grasse quitted his anchorage and put to sea, that his ships might have full room to act, and thus secure the advantages of their superiority in point of number. On the ensuing morning, January 25, the enemy were full in view forming the line of battle ahead. Sir Samuel Hood, in forming his compact Line, shewed the strongest indication of an immediate and vigorous attack. Having thus with great dexterity drawn the enemy farther from the shore, he then made directly for Basseterre Road, and took possession of the anchoring ground which De Grasse had quitted the preceding evening. The superior judgment and Seamanship displayed in this masterly manœuvre, excited the astonishment, and called forth all the spirit of the enemy; whilst the probable consequence of their being thus cut off from all communication with the army on shore, afforded room for the most serious apprehensions. But let this gallant and indefatigable officer speak for himself:

"At day-light, says Sir Samuel in his letter to Mr. Stephens, we plainly discerned thirty-three sail of the enemy's ships; twenty-nine of which, of two decks, formed in a line ahead. I made every appearance of an attack, which drew the Comte de Grasse a little from the shore; and as I thought I had a fair prospect of gaining the anchorage he left, and well knowing it was the only means I had of saving the island, if it was to be saved, I pushed for it, and succeeded by having my Rear, and part of my Centre engaged." In another paragraph of the same letter, he thus nobly expresses the sentiments of a British seaman:—"Would the event of a battle have determined

the fate of the island, I would without hesitation have attacked the enemy; from my knowledge how much was to be expected from an English Squadron commanded by men, *amongst whom is no other contention, than who should be most forward in rendering services to his* KING *and* COUNTRY. Herein I placed the utmost confidence, and fully trust I should not have been disappointed."—Ideas similar to these have been adopted, and are congenial with those of Lord Nelson, who was early trained in Lord Hood's tactics and system; and who since has always professed the highest veneration for that GOOD OLD SCHOOL.

Impelled by every motive, whether of defeating the design, or of avenging the *ruse de guerre*, which Sir Samuel Hood had so ably played off, De Grasse without delay fell with the utmost fury on Commodore Affleck, who commanded the rear squadron, not without hopes of cutting off his division; but that brave officer, and his two seconds, Lord Robert Manners, and Captain Cornwallis, kept up so unceasing a fire as to cover the other ships in the rear, whilst getting into their stations, with little injury to themselves. The Prudent had her wheel shot to pieces the first broadside, which occasioned her loss to exceed that of any other ship. After a short conflict the French were obliged to stand off, having many of their ships considerably damaged; but they retreated with angry retrospection. De Grasse, during the night, summoned whatever energy he could to his assistance; and we may suppose him, as it were, in the language of Milton, thus addressing his officers:

> "Consult how we may henceforth most offend
> Our enemy, our own loss how repair,
> How overcome this dire calamity!
> What reinforcement we may gain from Hope,
> If not, what resolution from despair!"

By eight, the next morning, The British Line was attacked from Van to Rear at once, by the whole force of the enemy. After a desperate action of two hours, in which the French were not able to make the smallest impression, they again stood off, *the second time*, to Sea.

Not yet discouraged, De Grasse renewed the action with fresh spirit in the afternoon, chiefly directing his attack

against the Centre, and Rear Divisions, but he was again repulsed by the British Admiral, with considerable loss; and was obliged to stand out, *the third time*, to Sea. The Ville de Paris was upon the heel all the next day, covering her shot holes; and by information, which the admiral received afterwards from the shore, the enemy's ships sent to St. Eustatius upwards of 1000 wounded men. The loss of the English squadron, in all the attacks, amounted to 72 killed, and 244 wounded.

As soon as Sir Samuel Hood had thus gained possession of The Anchorage, one of the first objects with him, and General Prescott, was to dispatch an officer * with an account of their situation and proceedings to the commanders at Brimstone Hill. This was successfully performed, and the officer returned in safety: both the governor and brigadier general placed too sanguine a reliance on the strength of the place.

Sir Samuel Hood, on receiving information of the confidence and spirit which prevailed in the garrison, proposed to the general, that if he thought a post could be maintained on shore, he would land two battalions of marines, of 700 rank and file each; which, with the regular troops, would compose a body of near 2,400 men. General Prescott did not think it practicable to maintain such a post; but on the 28th of January was eager to be put on shore with the Antigua troops, and the 69th regiment; when a smart skirmish immediately took place, in which our troops had the advantage. On the following morning, the Marquis de Bouille having brought 4000 men from Sandy Point, General Prescott and his troops reimbarked in the evening of that day, without interruption from the enemy.

The surrender of Brimstone Hill, and consequent capitulation of the whole island, on the 13th of February (1782) rendered Admiral Hood's continuance at the anchorage of Basseterre highly dangerous. His subsequent escape from

* Captain J. N. Inglefield, who afterwards commanded the Centaur, and is now Commissioner at Gibraltar.

that road, notwithstanding the vigilance and decided superiority of the enemy, who had thirty-four ships of the line, against twenty-two, is so meritorious and enterprising, that it can alone be equalled by the masterly manœuvre, which secured so strong a position to our squadron, when it was an object for the protection of the Island. This being no longer in view, Sir Samuel Hood considered only in what manner he could best preserve his squadron whole, and in a perfect state, for the junction with Sir George Rodney; whose arrival from England, with a reinforcement, was daily expected, and which in fact took place on the 19th of February, (1782). Deeply sensible of the importance of this duty, Sir Samuel Hood, during the night after the capitulation, gave the necessary orders, for the ships of his squadron, at the same moment to cut their cables*, and put instantly to Sea. The darkness of the night favoured the boldness of the design; and though the enemy's fleet were then lying within five miles, with their lights full in view of the British squadron, this daring project to their astonishment was accomplished.

Mr. John Clerk, of Eldin, in his able Essay on Naval Tactics, and while under the immediate impression of the enthusiasm excited by the merit of this manœuvre†, bears the most respectable testimony to Sir Samuel Hood's persevering courage, and superior Seamanship:

The singularity, or rather novelty, of this affair, so very important in all its consequences, cannot be passed over without endeavouring to give it a full consideration.

Sir Samuel disappointed in his intended attack, but confident that the obtaining a communication with, and supporting the same, was the only chance left him of saving the island, by *a daring stroke in seamanship, seldom before this time attempted*, in the face of this enemy, and even while in the act of sustaining a furious attack from the

* Sir Samuel Hood having about sun-set made the signal for all his captains to come on board, gave them instructions to set their watches precisely with his chronometer, and at ten o'clock to have their axes ready to strike the first blow, on the cables of their respective ships.

† Vol. ii. page 8, of part 4.

enemy, brings his fleet to an anchor in the self-same position, or station, which they but a little before, and with a fleet so very much superior, had quitted, as thinking it untenable.

On the part of the enemy there were here no accidents, which, as in all other former cases, might be laid hold of, and held up as an excuse for want of success; nothing from winds, tides, or blowing up of particular ships; not the loss of a single mast, or yard; to furnish the shadow of an excuse, either for quitting their anchorage, or, after they had, for not overpowering with their numbers so inferior a fleet, occupying, and even fixed to an anchorage, and affording an equal opportunity of being attacked for twelve successive days.

On no occasion whatever has one, and the same fleet, been so fortunate, as in this of Sir Samuel Hood forcing their opponents to so complete and unequivocal an acknowledgement of their superiority in both cases, whether we shall consider their courage and perseverance, or their skill in seamanship *.

On the 19th of February, Sir Samuel Hood anchored his squadron after sun-set in St. John's Road, Antigua; and on getting a supply of flour, and yams instead of bread, sailed again on the 22d, to seek Sir George Rodney at Barbadoes.

A few days after the junction of the two squadrons under Sir George Rodney, and Rear Admiral Hood, the fleet was further reinforced by the arrival of three ships of the line from England. The first object of Sir George Rodney was to intercept a convoy from Brest, which sailed in February with naval stores, and ammunition, for the Comte de Grasse; but in this he unfortunately failed, as the French Convoy eluded his vigilance †. In March, Sir George returned to St. Lucia, to refit his ships, and to take in a supply of water and provisions.

The British fleet at this time at St. Lucia amounted to thirty-six ships of the line, the naval force under Monsieur de Grasse to thirty-four; but, if a comparative estimate of the weight of metal, and number of men, on both sides

* See more of Mr. Clerk's opinion relative to this manœuvre, Naval Chron. vol. i. p. 139.

† Naval Chron. vol. i. p. 139.

were made, it would be found that the balance was considerably in favour of the enemy.

The Van of our Fleet was commanded by Sir Samuel Hood, the Centre, by Sir George Rodney, and the Rear, by Admiral Drake. Though in our Memoir of Lord Rodney, we have dwelt on the succeeding manœuvres, we shall now enter more fully on such parts, as particularly relate to Sir Samuel Hood.

The French fleet began to turn out of the harbour at Port Royal, on the 8th of April, by break of day, with a great convoy. Their movements were so immediately communicated by signals, from the frigates on the look-out, that the English were clear of Gros Islet Bay by noon, and pursued the enemy with a press of sail; in the evening our squadron came in sight of them under Dominica. On the morning of the 9th of April (1782) soon after five o'clock, the signal was thrown out to prepare for action; to form the line at two cables length asunder; and for the ships to file, and stand on. The British fleet lay for some time becalmed; but the breeze at length reached the Van, under Sir Samuel Hood, whose squadron soon began to close with the French Centre. The Comte de Grasse immediately fell with the whole weight of his force, upon the commander who had so often baffled his attack, and now seemed to be his prey, while thus separated from the main body: the Centre, under Sir George Rodney, being four miles astern, and the Rear, under Admiral Drake, about twelve miles. At nine o'clock the action commenced. In a few minutes all the ships in Sir S. Hood's division were closely engaged, and hard pressed from the great superiority of the enemy; who had about twenty ships of the line, against the Van Squadron, which could not amount to more than seven ships. With near twenty sail of his fleet, De Grasse ranged along the van, then tacked his squadron, and repeated the engagement for near two hours: and it is upon record from the pen of the late Right Hon. Editor of the Annual Register,* that Sir

* For 1782.—Burke.

Samuel Hood's ship, "the Barfleur, *had at one time seven, and generally three ships, upon her: but nothing could be more glorious than the firm, and gallant resistance, with which, and without ever shrinking, this ship sustained the efforts of so great a superiority.*"

On the arrival of Sir George Rodney with part of the Centre Division, Comte de Grasse, having the command of the wind, was enabled to keep at his usual cautious distance; and, in this manner, the action was continued for near two hours longer; during which the remainder of the British fleet was kept back by calms, and baffling winds, under Dominica. The French, in their attack upon the Van, notwithstanding their great superiority, received more injury than they effected. Two of their ships were so much disabled, as to be obliged to quit the fleet, and put into Guadaloupe; by which means, the Line of Comte de Grasse was reduced to thirty-two ships. The damage sustained by the French during their engagement with Sir Samuel Hood, was the cause of bringing on the subsequent action, and led to all its decisive consequences.

The particulars of the glorious Twelfth of April have already been related in our Memoir of Lord Rodney: to what we have there said we shall now only add, that at the very moment of the sun's setting, on that renowned day, Sir Samuel Hood, who had been closely engaged with his old antagonist in the Ville de Paris, had the singular good fortune to behold her at length strike to the Barfleur; when the Comte de Grasse surrendered his sword unto an enemy, whose uncommon merit he was at all times ready to acknowledge:

> "Lathmon beheld the son of Morni, and the tear started from his eye. He threw the sword of his fathers on the ground, and spoke the words of the valiant,—your souls are beams from heaven, your swords the flames of death."
>
> OSSIAN.

Sir George Rodney in his public dispatches to the Admiralty, dated April 12, (1782) mentions Sir Samuel Hood as having most conspicuously exerted himself, and as being

deserving of his warmest encomiums. In another letter, of the same date, Sir George, in detailing the action of the ninth of April, says,

"The enemy first got the wind, and stood towards Guadaloupe. My Van Division, under that *gallant officer Sir Samuel Hood*, received it next, and stood after them. At nine the enemy began to cannonade my Van, which was returned with the greatest briskness."—Again in another part he adds,

"Such was the steady behaviour of Sir Samuel Hood, and the ships of the Van, that the enemy received more damage than they occasioned."

On the 18th of April, Sir Samuel Hood was detached with some discretionary powers in search of the enemy; on the 19th he captured the Jason, and Caton, of 64 guns each, with a frigate, and a sloop.

This distinguished officer now received a fresh mark of his Sovereign's esteem. On the 28th of May (1782) he was created Baron Hood, of Catherington, in the kingdom of Ireland; and on the 20th of June following, in the Court of Common Council assembled, the freedom of the city of London was unanimously voted him, to be presented in a gold box of 100 guineas value, "as a testimony of the high opinion, which the members of the Court entertain of his judicious, brave, and able exertions, in the various engagements with the enemy's fleet in the West Indies."

Lord Hood, in October (1782), sailed again from the West Indies, with a squadron of ships for North America, in quest of Vaudreuil; Prince William Henry, at that time serving as midshipman, under Admiral Digby at New York, was agreeable to his Majesty's commands, intrusted to Lord Hood's direction in the Barfleur; who in the month of December following returned with the squadron to the West Indies.

When the account of a cessation of hostilities had reached Jamaica, in March (1783), his Lordship permitted his Royal Highness to visit Cape François, and the Havannah, attended by proper officers. The young prince was received at both places, with every mark of distinction and politeness.

The peace, now ratified, for a time suspended the services of the admiral; and on the 26th of June (1783), he arrived with the squadron under his command at Spithead.

We have now an opportunity of seeing his Lordship in the character of a statesman *, and shall perceive that he possessed a mind, which could adapt itself with equal energy to the greatest professional duties, or to develope the dark intricacy of politics. On the 2d of March (1787), during the discussion by Parliament of the fourth charge in the accusation brought against Warren Hastings, Esq. we observe Lord Hood delivering the following sentiments:

His Lordship, in a solemn manner, called the serious attention of the House to the consequences of proceeding, with too scrupulous a nicety, to investigate the conduct of those who had filled stations of high difficulty, and important trust. Certain actions, which appeared to those at a distance in a very criminal light, were yet on a nearer investigation perfectly justifiable on the grounds of absolute, and indispensible necessity. Should the fear of an impeachment by Parliament, said his Lordship, be hung out to every commander, in whose hands was placed the defence of our national possessions, it must necessarily operate as a dangerous restraint to their exertions; when it was considered that no general, or admiral, had scarcely ever been fortunate enough to conduct himself in the performance of his duty, without occasionally falling into circumstances, in which the public service compelled him to do things, in themselves not pleasing to his feelings, nor strictly legal, but from the indispensable necessities of their situation perfectly justifiable. The example set by the House of Commons, in the present instance, would for ever stand before our future commanders, and create a great and dangerous clog to the public service.

When the Earl of Chatham was appointed first Lord of the Admiralty in June † (1788) Lord Hood was made one of the commissioners for executing the office of Lord High Admiral of Great Britain.

* In the month of May (1784), Lord Hood was elected by a large majority a member for the city of Westminster. On the 30th of April (1786), he was appointed Port Admiral at Portsmouth.

† On the 24th of September (1787) his Lordship was advanced Vice-Admiral of the Blue.

The eyes of the nation were again turned towards this gallant officer, in the Spanish Armament of 1790, and during the Russian Armament of 1791; his Lordship being appointed commander in chief of squadrons, then destined, for particular services. In the month of June (1792) we again notice him as Port Admiral at Portsmouth, which he held together with his appointment as one of the Lords Commissioners of the Admiralty.

On the commencement of the present War in (1793) Lord Hood was immediately called forth to command a powerful fleet, destined for the Mediterranean; where on his arrival such unprecedented events ensued, that we may venture to say, any more difficult, or more perplexing, never fell to the lot of a British Admiral. From respect unto those who are now living, and whose names would be introduced, were we to enter into a minute detail of the proceedings at Toulon, and Corsica, we shall at present only touch upon some of the principal leading features, and, having drawn the outline with truth and accuracy, shall leave it to a more distant period, to fill up the shades, and to insert the bold touches of history.

It had never formed a part of the responsibility of any officer, except the subject of the present memoir, to combine the momentous duties of a naval commander in chief, with the important ones of civil commissioner of the interests of one of the largest and most valuable ports in Europe; and this at a moment that was rendered particularly critical, from his being coalesced with the Spaniards, who were jealous of his authority, and who secretly endeavoured, as we shall now prove, to overthrow the good cause they openly professed to support.

Such was the task of difficulty, and danger, which Lord Hood had to perform, with the eyes of all Europe watching the manner in which it was executed: nothing but firmness, and a zealous diligence, could have surmounted such a trial.

* The *details of a fleet* consisting of upwards of thirty British ships, and vessels, with seven French ships armed, and manned, under the direction of the French

Although the task which Lord Hood had to fulfil was thus unexampled and difficult, the distinguished thanks which he received are public testimonies of its able accomplishment. His Lordship's services were acknowledged by the Kings of Sardinia, and Naples, under their own hands; his Holiness the Pope also manifested, in the same manner, his deep sense of the important benefits he had derived from the zeal, and care of Admiral Lord Hood: a present of a very elegant set of the Pia Clementina *, which had hitherto been never given to any but crowned heads, was sent him by his Holiness.

We shall now briefly state those interesting circumstances which led to the taking possession of TOULON, with some of the principal transactions of that short period, during which it remained under a British Admiral's government, and protection. This subject has never been correctly laid before the public; and we are happy in being able to state Facts, of the utmost importance to the history of the present war, which have hitherto been only confined to the knowledge of a few persons. In a future number will be published further documents, under the title of TOULON PAPERS, to which we can at present only refer.

On the 23d of August (1793), Commissioners came on board the Victory, Lord Hood's flag-ship, from Marseilles, with full powers from the Sections of the departments of The Mouths of The Rhone, to treat for peace; and they declared that a Monarchal Government in France was the leading object of their negotiation. They

Rear Admiral Trogoffe:—the Correspondence with the Secretary of the Admiralty, and Secretary of State; with the several British Ambassadors, Ministers, and Consuls, in Spain, Italy, Constantinople, the States of Barbary, and the islands in the Mediterranean; the *Foreign Correspondence* with the sections of Toulon, and Marseilles; the negotiations, and correspondence, with the Austrian minister, and generals; with the Tuscan minister, and governors; with the Kings of Sardinia, and Naples, and their secretaries of state, generals, and naval commanding officers; with the Pope, and his secretary of state, Cardinal Zeladi; with the senates of Genoa, and Venice; with the grand master of Malta, and the Corsican General Paoli, and his adherents.—Scarce a day passed but the admiral received letters from one, or other, of the above great personages, written in French, Spanish, and Italian, which he answered in the most punctual manner.

* In six large folio volumes, containing engravings of the statues, busts, and other antiques, at Rome.

expected to be met by commissioners from Toulon, deputed by the Sections of the Department of the Var, for the same purpose. Lord Hood sent on shore to Toulon, and Marseilles, a proclamation* and also a preliminary declaration†, which produced the desired effect, and made a favourable impression.

On the 25th of August, the deputies of all the sections at Toulon agreed to Lord Hood's proposal, and signed a declaration‡, consisting of eight articles, which was addressed to his Lordship, and invested him provisionally with the harbour, and forts of Toulon. On the 26th, Captain Imbert, commander of L'Apollon, 74 guns, and also a member of the general committee of the sections, came on board the Victory, as a special commissioner from the said committee to Lord Hood, ratifying what they had done. He gave in a general state of the French line of battle ships in commission, in the outer road, with remarks on the character of the officers, and men§. When Captain Imbert had given the strongest assurances that Louis XVII. had been proclaimed by the sections, that they had sworn to acknowledge him, and were resolved no longer to endure the despotism of their tyrants, but would use their utmost endeavours to restore Peace to their distracted country, Lord Hood resolved to land 1500 men, and to take possession of the forts which commanded the ships in The Road.

Rear-Admiral St. Julien, a turbulent spirit, to whom the Seamen had given the command of the French fleet, in the room of the former commander in chief, Trogoffe, had manned the forts on the left of the harbour, and threatened resistance; but Lord Hood, animated by the same bold enterprise for which he has always been distinguished, and impressed with the great importance of gaining possession of Toulon, and its dependencies, determined to make every effort that could be performed by the fleet which he commanded. Accordingly, at midnight, on the 27th, he made the necessary arrangements for disembarking the troops, as near as possible to the great fort, called *La Malgue*, without their being annoyed by those batteries in the possession of St. Julien, on the opposite shore; and the following day (August 28), at noon, the Honourable Captain Elphinstone (now Lord Keith), entered the fort of La Malgue, at the head of the troops. In pursuance of Lord Hood's directions, he immediately took the command as governor, and sent a flag of truce, with peremptory notice to St. Julien, that such ships as did not proceed without delay into the inner harbour, and put their powder on shore, would

* No. I. of the Toulon Papers to be inserted in a subsequent number.
† No. II. ibid.
‡ No. III. ibid.
§ Vide Toulon Papers, No. IV.

be treated as enemies. St. Julien, however, was found to have escaped during the night, with the greater part of the crews of seven line of battle ships, which were principally attached to him: all but these seven ships removed into the inner harbour, in the course of the evening. The Spanish Fleet, under the command of Don Juan de Langara, appeared in sight, as the British troops were in the act of landing, to take possession of Fort La Malgue.

Having thus taken possession of Toulon, and the adjacent forts, Lord Hood issued on the same evening another proclamation*, which greatly soothed the minds of the inhabitants. The English troops in Fort La Malgue received on the twenty-ninth of August a reinforcement of 1900 men, who were disembarked from the Spanish Fleet. On the same day the British fleet turned into the outer road of Toulon, followed by the Spanish, and anchored at noon without the smallest obstruction. The junction of two such powerful fleets that had often met in fierce contention, but now rode peaceably at anchor in one of the finest harbours in the world, amid the glad acclamations of thousands, formed a most noble sight: as the flags of Great Britain, and Spain, waved promiscuously together in all their grandeur, they cheered the hearts of the gazing multitude, and seemed to promise a speedy termination to the Calamities of France.—The British fleet had anchored but a short time in the outer road, when a numerous deputation, from the civil and military departments, came on board the Victory with an address† to his Lordship.

On the 30th of August Lord Hood judged it expedient, for the more effectual preservation of good order and discipline in the town; to appoint Rear Admiral Goodall governor of Toulon, and its dependencies. A part of Carteaux's army, consisting of 750 men, some cavalry, and ten pieces of cannon, approached the village of Ollioulle, near Toulon, on the same day; but Captain Elphinstone, governor of Fort La Malgue, immediately marched out at the head of six hundred troops, English and Spanish: he attacked the enemy with great spirit, and, soon making them abandon their posts on all sides, took four pieces of cannon, with horses, ammunition, two stand of colours, &c. as particularly stated in his letter‡ to Lord Hood. Our loss amounted to one captain killed, and nine men wounded. The Spaniards had three men killed, and as many wounded. In this attack Captain Elphinstone displayed a knowledge of military tactics, which was not expected from an officer in the British Navy. The particular objects which the French general had in view are developed

* Toulon Papers, No. V. † Ibid. No. VI.
‡ Ibid. No. VII.

in an intercepted letter * sent by him to Colonel Mouriel, who commanded the advanced part of his army, which Governor Elphinstone defeated.

Lord Mulgrave arrived at Toulon on the 6th of September, and, at the request of Lord Hood, accepted the command of the British troops, with the rank of brigadier general, until his majesty's pleasure was known. In consequence of the report, which his Lordship made, respecting the forces necessary to defend the several posts in the vicinity of Toulon, Lord Hood dispatched a pressing letter to Sir Robert Boyd, governor of Gibraltar, requesting 1500 soldiers, with artillery-men, and an able engineer. During the short time Lord Mulgrave commanded the forces at Toulon, he gave on all occasions distinguished proofs of his intrepidity, and professional abilities.

By the middle of September, our posts began to be kept in a constant alarm, from the increasing numbers of Carteaux's army on the west, and that of Italy on the east; each of them consisting nearly of 6000 men. At the same time, Lord Hood had apprehensions of some desperate attempt being made within, by upwards of 5000 disaffected seamen; the committee general of the sections, and the French Rear Admiral Trogroffe, represented the getting rid of them, as absolutely necessary for our own safety. This more especially was evident, as previous to Lord Hood's taking possession of Toulon, they had agreed that these men should be sent home; provided they did not take any active part in obstructing the British fleet; they now in consequence began to be extremely clamorous and unruly; it was therefore, judged expedient to embark them in four of the most unserviceable ships, Le Patriot, L'Apollon, L'Orion, and L'Entreprenant, to each of which a passport † was given. These ships were totally dismantled of their guns, except two on the forecastle for signals, in case of distress; they had no small arms, and only twenty cartridges on board of each, and sailed as flags of truce; two for Brest, one for Rochfort, and one for L'Orient.

In addition to the motives just related, which induced Lord Hood to act thus, and to adhere strictly to the Convention, previously formed with the Civil and Military Government of Toulon, there were also others that had a powerful influence on his mind, but which were only known to a few. Amid the mass of the 5000 seamen, who were reputed turbulent, and disaffected, many were devoted to the cause of the inhabitants of Toulon, and were ready to make every sacrifice in favour of Monarchy: therefore, as it was confidently rumoured that Brest, Rochfort, and the other sea ports of France,

* Toulon Papers, No. VIII. † Ibid. No. IX.

would take an active part in the same cause, there was good reason to hope that the arrival of these seamen would accelerate, at the several ports, similar exertions in behalf of the French monarch. The Convention however suspected their designs, and, having tried many in a summary manner, caused them to be put to death.

His Majesty's ships Bedford, and Leviathan, arrived at Toulon, September 28, with 800 Sardinian troops; and also Marshall Forteguerri, Commodore of the Sicilian ships, with 2000 troops from Naples, in two ships of the line, two frigates, and two sloops. This served considerably to cheer the spirits of the garrison, and of the inhabitants of Toulon, as for the last fortnight scarcely a day had passed, without their being attacked from one quarter or the other. Carteaux's army at this time amounted to 8000 men on the west, and that to the east, under Le Poype, to 7000; with reinforcements continually pouring into both.

The enemy had also opened a battery of twenty-four 24 pounders, upon our gun-boats, and the ships that covered them; and though they were soon dismounted by the ships under the direction of Rear Admiral Gell, and the works totally destroyed, with very great slaughter, yet the enemy, two or three successive times, renewed their works, and persevered to the last moment in their attack upon our gun-boats, and advanced ships.

During the night of the 30th of September, the French availing themselves of a fog, very unexpectedly surprised a post occupied by the Spaniards, and thereby got possession of the Height of Pharon, immediately over Toulon; but at noon, on the 1st of October, when in the very act of establishing themselves with about 2000 men, they were attacked by the troops under the command of Lord Mulgrave, and after a short, but spirited action, were driven from the Height with great slaughter. Many of the flying parties were forced at the point of the bayonet headlong over the rocks. The loss of the English, Spaniards, Sardinians, and Neapolitans, amounted only to seven killed, and seventy-two wounded. The loss of the French was nearly 1450 killed and wounded, and 48 taken prisoners. The batteries of the enemy on the Hauteur de Ranier were destroyed in the night of the 8th October, with a considerable quantity of artillery and ammunition. The ensuing night a very successful sortie was made under the command of Captain Brereton, assisted by Lieutenant Sericold of the navy, and the seamen under his command: the enemy's batteries, which had recently been erected, were destroyed. The French, notwithstanding these defeats, obtained possession of Cape Le Brun, on the 15th, but were again overcome, and driven from thence with considerable loss.

Our readers must already have perceived with what labour, even at this period, Toulon was preserved by the valour and perseverance of a British admiral, assisted by his brave followers. These obstacles, however, were as nothing, in comparison to the treachery, and peculiar difficulties, by which he was surrounded. On the 18th of October Don Langara informed Lord Hood of the arrival of Don Valdes, to take upon him the command of the Spanish troops at Toulon, in the room of Admiral Gravina, who had been wounded on the 1st of October at the Heights of Pharon: on the 23d of the same month, Lord Hood was much surprised to receive another letter from Don Langara, acquainting him, that on account of the valour and good conduct of Admiral Gravina, his Catholic Majesty had promoted him to the rank of lieutenant general, and had appointed him *commander in chief of the combined forces at Toulon.* This Lord Hood very properly resisted; the town, and its dependant forts, were yielded up to the British troops alone, and were taken possession of by his Lordship; their Sardinian, and Sicilian Majesties, had been graciously pleased to confide their respective troops entirely to his Lordship's disposal, or to act under whatever British officer he might judge fit to appoint; he therefore felt it to be his duty to put the Sardinian and Sicilian troops, together with the British, under the command of Major General O'Hara, the moment he arrived, and who even then was off the port, eventually subject to such orders as might afterwards be received from his Lordship. This unexpected measure of the court of Spain, together with the daily encroachments which the Spanish officers, supported by their commander in chief, made to obtain power, laid the foundation of that distrust which afterwards * subsisted between the English, and Spaniards.

Major General O'Hara, and Major General Dundas, arrived on the 22d of October; the former with a commission to be Governor of Toulon and its dependencies. Lord Hood had the mortification to find at this critical juncture, that Sir Robert Boyd was so sparing of succours for the defence of Toulon, that only half the number were sent which he had so earnestly requested by letter early in September.

Lord Hood, finding his fleet much weakened by such a number of seamen who were sent on shore to defend the various posts, judged it expedient to dispatch a ship to the Grand Master of Malta, requesting that 1500 Maltese seamen might be sent to serve in the

* The British Admiral had at this time only ten sail of the line in the harbour of Toulon; the menacing position in which Don Langara placed his ships at anchor, consisting of twenty one ships of the line, excited much animadversion. Under pretence of moving his fleet into more convenient births, he brought his own ship alongside to bear on the Victory, and anchored two three-deckers on her bow and quarter.

British fleet, during its continuance in the Mediterranean, who should have the same wages per month as his own seamen. The Grand Master in the most handsome manner furnished the desired reinforcement.

The Spanish Admiral about this period proposed a joint expedition against Corsica; but Lord Hood, aware of the different interests and views which the Spaniards might have, wisely declined the undertaking unless he had instructions from home to that purpose: adding in reply, that feeling much for General Paoli, he had a month before, as a voluntary act of his own, sent a squadron to Corsica * to try what could be effected to assist this veteran general; but owing to wrong information, and General Paoli not commencing the attack by land, at the same moment the squadron did by sea, the ships, after making a complete breach in the fort of St. Florence, were obliged to retreat with the loss of 50 men killed and wounded, and two line of battle ships much damaged.

The Spanish admiral began at this time more openly to disclose the treachery, which had been long concealed under a base hypocrisy, more worthy of an Inquisitor General, than of a Naval Officer. On the 12th of November, Don Langara, as if anxious to contrive some ground for an open rupture, renewed his desire of co-operating with a squadron of the British ships in attacking Corsica, and at the same instant proposed a joint expedition against some French ships that were at Tunis; but this was also declined by Lord Hood, as the Bey of Tunis had given no just cause of offence to his Britannic Majesty. Don Langara, however, still pursuing the object in his own mind, and finding he had not hitherto succeeded, as he could wish, wrote another letter to Lord Hood, claiming his right to an equal partition of power, in the naval, military, and civil departments of Toulon; and complaining that Corsican vessels, wearing the Corsican flag, had been received in the Port. Lord Hood still baffled the Spaniard by a reply that was moderate, but firm:—*Do not, I entreat your Excellency, let us be discussing points our courts only can settle. The inhabitants of Corsica, who have never acknowledged themselves subjects of France, and navigate from ports in the island, not possessed by the French, have, I humbly conceive, a right to hoist The Corsican Flag; and I could not be justified in obliging them to wear any other.* Lord Hood was little aware that a secret negotiation, at this very juncture, had been actually agreed on between the Court of Madrid, and the French Convention.

During the time this was passing between the British, and Spanish admirals, Commodore Forteguerri, Commander in Chief of

* This squadron was commanded by Commodore Linzee, brother-in-law to Lord Hood, now Vice Admiral of the Red.

his Sicilian Majesty's ships, would not suffer his captains to obey Lord Hood's orders, though given in the most delicate manner, as acting under the authority of his Sicilian Majesty. Lord Hood, therefore, was under the disagreeable necessity of complaining of his conduct to the court of Naples: in consequence of this remonstrance, Commodore Forteguerri adopted half measures, and gave a feeble co-operation to the interests of the common cause; but the cordiality between the two commanders, so essential at this critical period, was thus destroyed.

On the evening of the 15th of November, the French vigorously attacked, with a large force, our post upon the Heights de Grasse, called Fort Mulgrave, and one of the most essential posts that covered the shipping in the harbour of Toulon. This attack was principally directed against that part which was occupied by the Spaniards on the right. General O'Hara, who was at dinner on board the Victory, lost no time in getting on shore. When he reached the Height, the French were close to the works; the Spaniards retreating, and firing their musquets in the air. The general instantly directed a company of the Royals to advance, who gallantly leaped the works, and put the enemy to flight, after leaving about 600 men dead and wounded in the field. The loss of the English amounted only to sixty-one. The British Admiral, in addition to what he had already experienced, since his taking possession of Toulon, had a fresh vexation towards the end of November, of the most serious and alarming nature; considering the augmented force of the surrounding enemy, and the critical situation of the extensive posts to be defended. After having been flattered with the most positive hopes of receiving, towards the middle of this month, 5000 Austrian troops; and when he had actually dispatched Vice Admiral Cosby, with a squadron of ships and transports to Vado Bay, to convey them, as previously concerted between himself and Mr. Trevor, his Majesty's minister at Turin; by letters received from Mr. Trevor, of the 18th of November, his Lordship's hopes were at once destroyed, and with them all expectation of the arrival of a single Austrian soldier at Toulon.

The enemy, at the close of November, having opened a battery against the post of Malbousket, near the arsenal, from which shells could reach the town, it was resolved to destroy it, and to bring off the guns; for this purpose General O'Hara digested a distinct and masterly plan of attack, which he communicated on the evening of the 29th of November, to the commanding officer of the troops of each nation. Accordingly, on the morning of the 30th, this plan was so far executed as to surprise the enemy's redoubt most effectually:—the British troops having obtained full possession of the Height and battery, their ardour and impetuosity was not to be restrained in this

moment of success; but continuing to pursue the flying enemy in a scattered manner, a mile beyond the works, the consequence was, that the latter, collecting in great force, obliged our troops to retreat, and to relinquish the advantages they had at first obtained. General O'Hara arrived at the battery on the moment it was taken; and, perceiving the disorder of the troops, thus driven back, was hastening to rally them, when most unfortunately he received a wound in his arm, which bled so much as to render him incapable of avoiding the enemy; by whom he was made prisoner as he sat down under a wall, faint from loss of blood.

The French army before Toulon at this time amounted to 40,000 men; after the surrender of Lyons, this force, considerable as it already was, became daily augmented. The army of the coalesced powers never exceeded 12,000, and even these were composed of five different nations, and languages; consequently by no means formed to co-operate with each other. The greatest return of the British force, at any one period, was never more than 2360, out of which we had only 2100 rank and file; this was the case on the first * of November: previous to the arrival of the first regiment of foot, (Royals) and the eighteenth regiment, there were only 1360 British soldiers at Toulon. The circumference, necessary to be occupied for the complete defence of the town and harbour, extended fifteen miles, by eight principal posts, with several intermediate dependencies: with such a prodigious superiority as the enemy possessed, it will naturally excite the astonishment of every one, that they could be made tenable for so long a time as seven weeks.

* Return of the British Forces at Toulon on November the 1st, 1793, being the greatest number at any period:

One lieutenant colonel, 3 majors, 31 captains, 53 lieutenants, 13 ensigns, 2 adjutants, 2 quarter masters, 1 surgeon, 2 mates, 106 serjeants, 57 drummers and fifers, 2100 rank and file fit for duty, 231 sick, 39 at Gibraltar and England recruiting.—Total, 2360.

Return of Combined Forces on November the 4th, 1793:

British	2114
Spaniards	6523
Neapolitans	4332
Piedmontese	1584
France	1542
Total	16,095
November the 10th arrived a Neapolitan polacre with troops	500
At the same time a Spanish corps of artillery	317
	16,902

N. B. On the evacuation were embarked of British, Spanish, and Piedmontese, about 8000; the Neapolitans having in a panic embarked the preceding day.

Early on the 17th of December, by two in the morning, Fort Mulgrave, on the Height de Grasse, was stormed by an immense body of the enemy, after having kept up an incessant fire with shot and shells for 24 hours. The right occupied by the Spaniards soon gave way as before, by which means the French entered the works, and got entire possession of the Height: at the same time they attacked and carried the Heights of Pharon, immediately over Toulon.

In the forenoon of the 17th of December, a council of war was called, composed of the following members: Lord Hood, Admiral Langara, Admiral Gravina, General Dundas, General Valdes, Prince Pignatelli, Admiral Forteguerri, Sir Hyde Parker, Le Chevalier de Revel, and Sir Gilbert Elliot. After the most deliberate discussion, it was at length resolved, late in the afternoon, to retire from the different posts, and to evacuate Toulon at a fixed time; proper arrangements and regulations being made for that purpose. The resolutions were:

1. To send orders to the troops occupying the redoubt, and the lunette of Pharon, to retire to the posts of Artigues and St. Catherine's, and to maintain them as long as they can without being cut off.

2. To send orders to the posts of Great and Little Antoine, St. André, Pomet, and the Mills, to retire.

3. The posts of Malbousquet, and Missiasi, must be held as long as possible.

4. The Committee General to make the necessary arrangements for informing the inhabitants of the intended evacuation; and that they should receive every possible assistance.

5. The sick and wounded shall be embarked without delay.

6. The French ships of war, which are armed, shall sail out with the fleet; *those which remain in the harbour, together with the magazines and the arsenal, shall be destroyed.* Measures shall be taken this night, if possible, for that purpose; but this resolution must not be put in execution until the last moment.

Admiral Langara undertook to deliver the necessary directions for destroying the ships, in the inner harbour or bason; and to scuttle and sink the two powder vessels, which contained all the powder of the different French ships, as well as that belonging to the distant magazines within the enemy's reach.

During the sitting of the Council, information was received that the Neapolitan troops had deserted their posts, and were stealing on board the ships with their baggage in great confusion and disorder; to which they had been encouraged by the Spaniards, as well as their own officers; and the next morning, December 18, the Neapolitan commanding officer on the post of Sepet, signified to the governor,

that he would not remain there any longer: the retreat of the British troops, and the general evacuation of the place, could not therefore be now deferred beyond the ensuing night. Accordingly, during the night, the whole of the troops embarked without the loss of a single man; and 14,877 men, women, and children, of the loyal inhabitants of Toulon, were sheltered in the British ships. The Honourable Captain Elphinstone, in faithfully executing to the last moment the difficult service of embarking the troops, received high encomiums from Lord Hood, for his unremitting zeal and exertions in that important and dangerous duty.

The unaccountable panic which seized the Neapolitan troops during the deliberations of the Council, together with the shameful remissness of Don Langara, in not fulfilling what he had undertaken to perform, *prevented the complete execution of an admirable arrangement, for destroying all the French ships that lay in the Inner Road, the arsenal, and bason before the town; together with the magazine, the arsenal itself, and the various stores it contained.* Sir Sydney Smith having volunteered his services to burn the ships and arsenal, this hazardous duty was intrusted to his daring intrepidity, which he executed in a manner that justified his appointment to so arduous a task: by this means the treachery of the Spaniards was in a considerable degree counteracted. Ten ships of the line, with several frigates, in the arsenal and inner harbour, with the mast house, great store house, hemp house, and other buildings, were completely destroyed. Three ships of the line, three frigates, and seven corvettes, which had been manned and armed prior to the evacuation, accompanied the British fleet, with the French Rear Admiral Trogoffe; who nobly continued under Lord Hood's orders, notwithstanding the insidious attempts of Don Langara, to prevail upon him to put himself under *his* orders, and to follow the directions of the Spanish Court; as being more congenial with the interests of the Family Compact, which had formerly united their respective kingdoms *.

Sir Sydney Smith, and the officers immediately under his orders, surrounded by a tremendous conflagration of the ships and arsenal, had nearly completed the hazardous services assigned to them, when the loud shouts, and Republican songs, of the approaching enemy, were heard at intervals amid the bursting of shells, and firing of musquetry. In addition to the horror of such a scene, and which, for

* A few days before the evacuation took place, Don Langara wrote a most pressing, and jesuitical, letter to Rear Admiral Trogoffe, requesting him on various plausible pretexts, to put himself and the French ships under his orders; but Admiral Trogoffe very properly, and with great firmness, resisted this on the ground of recognising no Chief but Lord Hood, with whom only he had treated; and he transmitted to Lord Hood Don Langara's letter, together with his spirited answer on this occasion.

some minutes, had the good effect of checking the career, and arresting in awful contemplation, the minds of a vindictive enemy, the dreadful explosion of many thousand barrels of gunpowder, on board the Isis frigate, in the Inner Road, will ever be remembered. The concussion it produced shook the houses in Toulon like an earthquake, and occasioned the sudden crash of every window in them; whilst the scattered fragments of burning timber, which had been blown up, descending with considerable force, nearly destroyed all our officers and men who were employed in the discharge of their respective duties. This powder ship had been injudiciously, and we will hereafter prove treacherously, set on fire by the Spaniards, instead of scuttling and sinking her, as had been previously concerted. Sir Sydney having completed all the conflagration within his reach, to his astonishment first discovered that the Spaniards had not set fire to any of the ships in the bason before the town; he therefore hastened with the boats under his command towards the bason, that he might endeavour, though at so late a period, to counteract the perfidy of the Spaniards; when lo! to his great mortification, he found the boom at the entrance laid across, and was obliged to desist in his attempts to cut it, from the repeated volleys of musquetry directed towards his boats from the flag ship, and the wall of the Royal Battery. He therefore proceeded to burn the Hero, and Themistocles, prison ships in the Inner Road, after disembarking all the men. This service was scarcely effected, when *the explosion of the second powder ship took place*, by means equally unsuspected, and perfidious, with a shock even greater than the first; the lives of Sir Sydney Smith, and the gallant men who served under him, were providentially saved from the imminent danger in which they were thus a second time placed. Had Lord Hood's judicious and able plans been seconded by the Spaniards, not a single ship would have escaped.

When from analogy we reason on the above facts, and consider the motives which influenced the conduct of our allies, the Spaniards, throughout the whole of the transactions at Toulon, we clearly discern the different features of a foul premeditated treachery, whose limit was designed to extend to the destruction of the British admiral and his fleet. The facts themselves justify this assertion, without resorting to other evidence: yet in order to fix this historical truth by proofs that will not admit the possibility of a doubt, even in the mind of the most sceptical reader, we subjoin the following extract from a pamphlet *, containing an account of the secret negociations carried on under the direction of Robespiere, with several of the principal states of Europe, written and signed by his own hand. Of this curious

* Translated from the French, and published by Rivington.

work, we intend taking further notice, in the Toulon Papers *, which are preparing for the press, and shall at present only insert what follows:—"Arguments of weight, and especially of golden weight, says Robespiere, seldom fail of having some effect; *the Spanish admirals, and generals in the Mediterranean, had instructions sent them rather to watch, than to act with, the English.*" In another part he adds, "It was therefore once determined to withdraw the army from before the town, (Toulon) and retreat to the other side of the Durance, *when fortunately the Spanish courier arrived, and every thing was settled between my brother† on our part, and Major S—— on the other, with respect to Toulon.*"

Robespiere then proceeds to remark—"The Spaniards, in consequence of this agreement, being attacked at an appointed time, *fled on all sides, and left the English every where to bite the dust; and particularly at a strong hold called by them Fort Malgrave.* The ships which the Spaniards had to burn they did not set fire to. The British ships had however more than one escape at this period; *conformably to the agreement,* the Spaniards were to attempt the destruction of some of them, *by cutting the cables, and blowing up in the harbour some old French men of war laden with gunpowder: this indeed they did, but too late to cause any damage to the English; and in this instance alone we have any reason to complain of the Spaniards.*"

Every thing therefore relating to Toulon may be considered as highly honourable to the British name, and to the noble admiral who so ably executed the trust which had devolved upon him. Actions of considerable merit, which embrace a variety of interests, and are consequently perplexed, demand a considerable length of time, before they are clearly discerned, and duly valued. Great advantages were eventually derived to this Country by the blow which the naval power of the enemy thus early received.—The republican hydra, though now writhing in all the anguish of despair, amid the last struggle of convulsive life, received her first mortal wound from the powerful arm of Lord Hood.

Early in the month of January (1794) whilst the British fleet lay in Hieres Bay, near Toulon, waiting for a convoy of transports and victuallers from Gibraltar, Sir Gilbert Elliot, one of the commissioners for Toulon, went to Corsica, accompanied by Colonel Moore, and Major Kochler, to consult with General Paoli upon a plan of operations for

* No. XI.

† Robespiere the younger was one of the commissaries attached to the French army before Toulon. Buonaparte at the same time commanded the artillery.

dispossessing the French of the different posts they held in Corsica. Lord Hood, on receiving a very favourable report from Colonel Moore, and Major Kochler, fully sensible of the importance which the conquest of the island of Corsica would be of to Great Britain, as containing several capital ports for the reception of his Majesty's ships in the Mediterranean, resolved to make every effort to drive the French from the island with the force entrusted to his command, aided by the troops brought from Toulon. The necessary preparations were accordingly made without delay; and on the 7th of February, the troops under the command of Lieutenant General Dundas were disembarked, from a division of ships and transports commanded by Commodore Linzee, in a Bay in the Gulph of St. Fiorenzo, to the westward of Mortello:—by the incredible exertions of the British seamen in dragging guns up precipices almost perpendicular, the Heights, which overlooked the tower of Mortello, were taken.

It was however judged advisable the next day to attack the tower from the Bay; and the Fortitude, Captain Young*, and Juno, Captain Samuel Hood†, were ordered against it; but after cannonading for two hours and upwards, they made no impression whatever on the prodigious thick walls of the tower; and the Fortitude having received much damage by red hot shot, both ships hauled off in a masterly manner, as if nothing had happened. Captain Young received great credit for his cool and intrepid conduct during the attack, as well as in hauling off, and setting sail out of the Bay, when his ship was on fire in different places by the red-hot shot: considerable praise was also due to his first lieutenant Mr. Ross, who, though wounded, exerted himself with unsubdued spirit, and underwent incredible fatigue.

* Now Rear Admiral, and one of the Lords Commissioners of the Admiralty. Mr. Ross, at present first lieutenant of the Impetueux, was then Captain Young's first lieutenant.

† Nephew to Lord Hood, who has distinguished himself on various occasions, particularly as commander of the Zealous in the Battle of the Nile.

The Fortitude had several men killed and wounded. The tower was carried a few days afterwards by means of batteries erected on the Heights; and in the evening of the 17th of February, the enemy's works of Fornelli were stormed, and the town of St. Fiorenzo was taken.

Lord Hood, impatient to follow up the blow immediately, by attempting the reduction of Bastia, proposed a plan of co-operation to General Dundas, which he declined; deeming it impracticable, and visionary, without a reinforcement of 2000 troops which he expected from Gibraltar. Lord Hood therefore sailed on the evening of the 23d of February, to try what the appearance of his fleet alone off Bastia might produce. Here, with his usual cool perseverance, he cruised for a fortnight, gaining intelligence for his future plans; and, finding that the General remained inflexible, he determined to attempt *the reduction of Bastia with the naval force entrusted to his command*; he therefore demanded that the remains of the 11th, 25th, 30th, and 69th regiments, might immediately return to their duty, on board their respective ships, in which they had been originally ordered by his Majesty to serve as marines; and were consequently borne as part of the complements of these ships. After much delay, having received these troops, and also two officers of artillery and thirty men, with some ordnance stores, and entrenching tools, in the beginning of April Admiral Lord Hood commenced the siege of Bastia alone, by disembarking the seamen, and troops serving as marines, to the northward of the town; the guns, mortars, ammunition, and stores of every description, were landed, whilst the ships of the fleet were judiciously anchored in a semi-circular form, just without reach of the enemy's guns; so as effectually to prevent any boats from going into, or coming out from the town. On the 11th of April, our batteries on the Heights were ready to be opened, and on that morning Lord Hood sent a summons to the town; but the French General La Combe St. Michell would not receive his letter, and returned a vaunting message, that the only

correspondence he should hold with an enemy on the Republican territory, would be from the mouths of his cannon charged with *red-hot shot*, and from the musquetry, and bayonets, of his brave companions.

When the officer returned on board the Victory with this message, Lord Hood made the appointed signal to the batteries on shore, to commence the attack; which, to the great consternation of La Combe Saint Michell, and the inhabitants, was immediately done, by opening the batteries, consisting of five 24 pounders, two mortars of thirteen inch caliber, two of ten inch, and two heavy carronades, in different commanding situations, over the town, citadel, and out-works.

The Proselyte, French gabarre, commanded by Capt. Sericold*, having long French 12 pounders, was directed to be placed against part of the town, when the batteries opened their fire; but on getting under weigh, and coming to anchor, the swell cast her the wrong way, which prevented Capt. Sericold from taking the precise station that had been allotted. The enemy fired nothing but red-hot shot at her, several of which struck between wind and water, lodging among the casks, and other craft in the hold. The signal of distress was immediately made; but Capt. Sericold, notwithstanding his danger, continued to keep up an incessant fire, with fourteen guns, upon the town, until the boats of the squadron came to his assistance, and took the men out of his ship, which soon was in a blaze of fire.

The batteries, which opened so unexpectedly, had a powerful effect; as by information from the town, on the 24th of April, the enemy lost a great number of men; in the hospitals were near 300 wounded;—at this time we had only four killed and twenty-one wounded. The loss of the British, owing to the skill of their Commander, was very trifling during the whole siege; but the service was extremely harrassing, and dangerous.

* This gallant officer was afterwards killed on shore at the siege of Calvi.

Captain Nelson, of the Agamemnon (now Lord Nelson), commanded a brigade of seamen on shore, at the batteries, having three other captains under him,—Hunt, Sericold, and Bullen: on this occasion, as on all others, he gave distinguished proofs of zeal and intrepidity.

At length, on the 21st of May, the town and citadel of Bastia, with the several posts on the Heights, surrendered to the arms of his Britannic Majesty, by articles of capitulation, drawn up and signed by the respective parties. The number of French and Corsican troops amounted to near 4,000; whilst the greatest return of the British force, employed during the siege, amounted only to 1,248*. A packet-boat, intercepted by the Agamemnon, Capt. Nelson, two months previous to the commencement of the siege, contained the information, that from La Combe St. Michell's return of the French, and Corsican troops, then in Bastia, and for which he proposed subsistence in case of a siege, they amounted to 8,000. These facts completely contradict the vague assertions of M. Dumouriez, in his pamphlet, entitled "A Speculative Sketch of Europe," wherein he affirms that the British are unequal to the toils, and delays of a siege; and have neither generals, engineers, nor a battering train: we need only, in refutation, apply the reasoning of the author of *the Strictures* upon Dumourier's pamphlet; "How was the strong and well fortified town of Bastia taken?—*By a detachment of British seamen, and marines, or soldiers acting as such, inferior in number to the garrison of regularly disciplined troops; and who had no tents but such as were made of sails, and no other battering train than* THE LOWER DECK GUNS OF LINE OF BATTLE SHIPS." The vote of thanks to Lord Hood, for this astonishing exploit, which

* Correct return of the British force employed at the siege of Bastia, commencing April 4, and ending May 21, 1794.—1 lieutenant-colonel, 4 captains of the navy, 1 major, 2 artillery officers, 1 engineer, 12 captains of the army, and marines, 6 lieutenants of the navy, 21 lieutenants of the army, and marines, 5 ensigns, 2 surgeons, 2 commissary, and master's mate, 69 surgeon's mates, serjeants, and petty officers, 30 artillerymen, and 1092 soldiers, marines, and seamen. Total, 1248.

had been deemed impracticable, and visionary, by an able officer, General Dundas, was carried in both Houses of Parliament by a great majority. The Duke of Bedford, the Earls Albemarle, Lauderdale, Derby, and Thanet, entered their protest against it.

Whilst we are faithfully narrating the distinguished services of Admiral Lord Hood, we must not forget to notice that praise, which he gave so zealously, yet impartially, to those who fought, and conquered under his auspices. Few men have ever equalled his Lordship in the difficult task of rendering, with animated gratitude,

" The suffrage of the wise, the praise that's worth ambition !"

" I am unable (says Lord Hood in his letter to the Admiralty) to give due praise to the unremitting zeal, exertion, and judicious conduct of *Lieut. Colonel Villettes*, who had the honour of commanding his Majesty's troops;—never was either more conspicuous. *Major Brereton*, and every officer, and soldier, under the lieutenant colonel's orders, are justly entitled to my warmest acknowledgments; their persevering ardour, and desire to distinguish themselves, cannot be too highly spoken of; and which it will be my pride to remember to the latest period of my life.

" *Captain Nelson*, of his Majesty's ship Agamemnon, who had the command, and directions of the seamen, in landing the guns, mortars, and stores; and *Captain Hunt*, who commanded at the batteries, very ably assisted by *Captain Bullen*, and *Captain Sericold*; and the *Lieutenants Gore, Hotham, Stiles, Andrews*, and *Brisbane*, have an ample claim to my gratitude; as the seamen under their management worked the guns, with great judgment, and alacrity; never was a higher spirit, or greater perseverance exhibited; and I am happy to say, that no other contention was at any time known, than who should be most forward, and indefatigable, in promoting his Majesty's service: for although the difficulties they had to struggle with were many and various, the perfect harmony, and good humour, that universally prevailed throughout the siege, overcame them all. I cannot but express in the strongest terms the meritorious conduct of *Captain Duncan*, and *Lieut. Alexander Duncan*, of the Royal Artillery; and *Lieut. Debutts*, of the Royal Engineers; but my obligation is particularly great to *Captain Duncan*; as more zeal, ability and judgment, was never shewn by any officer, than were displayed by him; and I take the liberty of mentioning him as an officer highly entitled to his Majesty's notice.

* Captain Hunt died lately in the East Indies. (Vide Nav. Chron. p 347. vol. I.)

"I feel myself very much indebted for the vigilance, and attention of *Captain Wolseley*, of the Imperieuse, and of * *Captain Hallowell*; who became a willing volunteer, wherever he could be useful, after being superseded in the command of the Courageux, by *Captain Waldegrave*. The former kept a diligent watch upon the Island of Capreæ, where the enemy have magazines of provisions, and stores; and *Captain Hallowell* did the same by guarding the harbour's mouth of Bastia, with gun-boats, and launches well armed, the whole of every night;—whilst the smaller boats were very judiciously placed in the intervals between, and rather without the ships, which were moored in a crescent, just out of reach of the enemy's guns, by *Captain Young*, of the Fortitude, the center ship, on board of which every boat assembled at sun-set for orders; and the cheerfulness with which the officers and men performed this nightly duty is very much to be admired, and afforded me the most heartfelt satisfaction, and pleasure. The very great, and effectual, assistance I received from *Vice Admiral Goodall*, *Captain Inglefield*, and *Captain Knight*, as well as from every captain, and officer, of his Majesty's ships, under my command, has a just claim to my most particular thanks; not only in carrying into execution my orders afloat, but in attending to, and supplying, the wants of the little army on shore: it is to the very cordial and decided support alone I had the honour to receive from the whole, that the innumerable difficulties we had to contend with were happily surmounted.

Major Smith and *Ensign Vigoureux*, of the 25th regiment, and *Captain Radsdale*, and *Lieutenant St. George*, of the 11th, embarking with their respective regiments, having civil employments on shore;—it is to their honour I mention, that they relinquished those employments, and joined their corps, soon after the troops were landed."

In addition to these testimonies of Lord Hood, issued in public orders, to the commanding officers of the respective corps, similar thanks to the following were addressed to Captain Nelson of the Agamemnon, and the other naval officers:

"*Victory, off Bastia, 22d May*, 1794.

"The commander in chief returns his best thanks to Captain Nelson, and desires he will present them to Captain Hunt, Captain Sericold, and Captain Bullen, as well as to every officer and seaman

* Captain Benjamin Hallowell was afterwards re-appointed to the command of the Courageux, which was shipwrecked on the Barbary coast; and after this melancholy accident being taken on board the Victory, Sir John Jervis's flag ship, became a volunteer in the Spanish action of the 14th of February; he afterwards commanded the Swiftsure in the battle off the Nile.

employed in the reduction of Bastia, for the indefatigable zeal and exertions they have so cheerfully manifested, in the discharge of the very laborious duties committed to them, notwithstanding the various difficulties and disadvantages they have had to struggle with; which could not have been surmounted but by the uncommon spirit, and cordial unanimity, that have been so conspicuously displayed; and which must give a stamp of reputation to their characters not to be effaced, and will be remembered with gratitude by the Commander in chief to the end of his life."

Lord Hood, having appointed Lieutenant Colonel Villettes, Governor of Bastia, until his Majesty's pleasure was known, and made other necessary arrangements, next proceeded to co-operate with Lieutenant General Stewart in the reduction of Calvi; while Vice Admiral Hotham, with a squadron, blocked up seven sail of French line of battle ships in the Bay of Gourjean. Without entering into a detail of the transactions attending the siege of Calvi, it is only necessary for us briefly to state, that the garrison surrendered to his Majesty's arms on the 10th of August; and that Lord Hood gave a just tribute of applause to Captain Nelson*, and Captain Hallowell, for their unremitting zeal, and exertions, in taking by turns, for twenty hours at a time, the command of the advanced batteries on shore.

Thus the conquest of the whole Island of Corsica was completed by the skill, and perseverance, of a British admiral. Sir Gilbert Elliot, who had been an active spectator of the scenes going forward, since the evacuation of Toulon, was appointed by his Majesty viceroy of the island; his excellency having previously, on the 19th of June, in the character of commissary plenipotentiary, been specially authorised, accepted of the crown, and constitution of Corsica; as unanimously decreed in the general assembly of the Corsican nation, held at Corte, and signed in the assembly by all the members of which it was composed, consisting of upwards of 400 persons.

* The gallant Lord Nelson lost the sight of his right eye at this siege, by a shot striking the battery near him, and driving some particles of sand with prodigious force into his eye.

Lord Hood's health being much impaired by the fatigue, and anxiety, attending such a continuance of duty, and such a variety of harrassing and perplexed service, returned to England for its re-establishment, in the month of December, 1794. In the month of May following, he had prepared to resume his command in the Mediterranean, with a reinforcement, when most unexpectedly, on the 2d of May, (1795), he was ordered to strike his flag, which has never been hoisted since.

This event is too recent to allow even the historian, much less an anonymous writer, to discuss it. We shrink not from our duty; but we respect the feelings, and the character, of our Superiors. Yet we contemplate with regret this distinguished veteran in his present retirement:—whilst the trumpet of a proud defiance thus continues to be sounded by a vindictive enemy, the energetic feelings of so brave a seaman, as the Governor of Greenwich Hospital, must have been difficult to repress, for

"Strong was the youth of Fingal, and strong is his arm of age!"

To the character of the Right Honourable Admiral Lord Viscount Hood, as developed in the above memoir, we have to add, that no one ever possessed in greater perfection, than himself, the art of preserving a strict authority when on board, with the talent of at the same time gaining the steady attachment of those, who were under his command. He displays the sternness of the Old School, and preserves a strict regard for implicit obedience; but then, the whole is tempered by a tenderness, and urbanity, that prevents its ever being oppressive, or tyrannical.

Whether we consider Lord Hood in his professional character as a naval officer, or in his political one, as a member of the House of Lords, where he has gained considerable reputation, we shall equally find him deserving of his Country's gratitude, and praise; nor can the many virtues of his private character be better expressed, than in the words of Thomson:

"Of free access, and of engaging grace,
Such as a brother, to a brother owes,
He keeps an open judging ear for all,
And spreads an open countenance, where smiles
The fair effulgence of an open heart:
While on the rich, the poor, the high, the low,
With equal ray, his ready goodness shines,
For nothing human foreign is to him."

His Lordship married Miss Linzee of Portsmouth, whose father was for many years mayor of that place, and was much respected. By this marriage Lord Hood has a son and heir, the Honourable Henry Hood, of Catherington, in Hampshire, whose youngest son will succeed to the title of Lord Bridport. On the 25th of March, 1795, Lord Hood was elected an elder brother of the Trinity House, in the room of the Marquis of Downshire deceased. In April, 1796, he was appointed Governor of Greenwich Hospital; and in the month of May, in the same year, was raised to the dignity of a Viscount of Great Britain. The late Captain Vancouver called the inlet he explored from Port Discovery, on the coast of New Albion, out of compliment to his Lordship, after his name. Lady Hood was created a viscountess, in her own right, previous to Lord Hood's return from the Mediterranean. His Lordship was advanced Vice Admiral of the Red, February 1, 1793; Admiral of the Blue in April, 1794; and Admiral of the White, February 14, 1799.

ARMS;—Similar to Lord Bridports, except that the latter has a crescent for difference, as being younger brother. (Vide Nav. Chron. page 283.)

DESCRIPTION OF PLATE XIII.

THIS design represents the attack made by the Comte de Grasse, with the whole of the French fleet, on the Van Squadron, consisting at first of eight sail, under Sir Samuel Hood, (April 9, 1782), at forty-five minutes past nine, A. M. off Dominica, which brought on, and secured, the victory of the 12th.

The view is taken from the north west, in order to exhibit the position of the whole of the two fleets. In front, is a French line of battle ship in stays, having shot ahead, after engaging, to make way for the ships coming up, and engaging the British van, in succession; consisting at that time of seven sail, having brought to, with main top sails to the mast, to prevent a greater separation from the centre, and rear; to leeward of which is seen the Royal Oak having just got the sea breeze, coming up to join: the centre, and rear, are seen in distance, becalmed under the land. To windward appear the French

Engagement of the English & French Fleets. April 19. 1782.

ships, that had already engaged, and tacked in succession, standing to the south east, on the larboard tack, towards Dominica, which is seen in perspective. In shore is the numerous convoy of the French, keeping to windward, in order to effect their escape to Guadaloupe.

Lieutenant J. Matthews *, in his valuable explanations of different actions in the West Indies during the last war, says:—"By seven, part of the van division had got the sea breeze, and stretched on to the northward, forming the line, but the centre, and rear were still becalmed, and a considerable distance astern; in the mean time several of the enemy had cleared the island, by favour of light airs off the land, and were forming their line on the starboard tack; about half past nine, the enemy finding our centre, and rear, mostly becalmed and separated, bore down to attack the Van. Forty-five minutes past nine, the signal was made to engage, and three minutes after, the action began with the Alfred, then the headmost ship, and about the centre of the enemy. Soon after the British Van brought to, to prevent a greater separation from the centre, and rear; and the French engaging under sail, tacked, when they had passed the headmost ship, and formed again in the rear. In the mean time, the British centre had, by favour of a partial breeze from the northward, got much nearer in shore, and about eleven the sea breeze reached them, when they immediately tacked, and stood to the northward to join the Van; and the enemy hauled their wind close, ceased firing, and tacked to the southward to join the rear, and prevent the British centre, from getting to windward of them. About half past eleven the enemy veered, and again formed their line on the starboard tack, and our centre brought their rear to distant action, which ceased at noon, and commenced again in the Van, in the same manner as before: the Van continued to be very hotly pressed till fifteen minutes past one, when the French, finding the whole of the British line coming up, hauled their wind close and tacked in succession. Before two, the signal for action was hauled down, the enemy shewing no wish to renew it, but carrying all the sail they possibly could to keep to windward, and their convoy, under escort of two fifty gun ships, were out of sight early in the afternoon; the British Fleet kept plying to windward all this day."

* Twenty-one plans with explanations of different actions in the West Indies during the late war, (1784.) Chester. Printed for J. Fletcher. Dedicated to Lord Hood.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. V.

COMTE DE GRASSE'S FLEET, *from his sailing from Brest*, 1781-1782.

FIVE ships of the line went with M. de Suffrein for the East Indies. The Comte de Grasse arrived within sight of Martinique, April 28th, having had an extraordinary quick passage.

Ships.	*Guns.*	*Commanders.*
Ville de Paris	110	Lieut. Gen. Comte de Grasse Capt. de Cezaire
Auguste	80	De Bougainville, Commodore
St. Esprit	80	Mar. de Chabert
Languedoc	80	Baron D'Arras
Pluton	74	D'Albert de Rioux
Bourgogne	74	Chev. de Charité
Souverain	74	Chev. de Glandeves
Glorieux	74	Viscomte d'Escars
Citoyen	74	M. D'Ettry
César	74	Coriolis D'Espinouse
Sceptre	74	C. de Vandreuil
Magnanime	74	Comte Le Beque
Hercule	74	Viscomte de Turpin
Northumberland	74	De Brigueville
Diadéme	74	C. de Monteclerc
Marseillois	74	Castellane Mejastre
Zelé	74	Chev. de Preville
Hector	74	Renaud d'Allayne
Scipion	74	Chev. de Clavieres
Valliant	64	M. de Cony
Saggitaire	54	Perouze de Galaupe

With the above fleet he engaged Sir Samuel Hood on the 29th of April; during the engagement the following five ships stood out of Fort Royal Bay, and joined him:

Ships.	*Guns.*	*Commanders.*
Victoire	74	Chev. St Hypollite
Caton	64	M. de Framond
Solitaire	64	C. de Cice Champion
Reflechi	64	Cillart de Surville
Experiment	50	Marteilly Chantard

Sir Samuel Hood had only eighteen sail of the line against twenty-six, and was to leeward of the port, therefore he could not prevent Comte de Grasse from carrying his large convoy safe into Fort Royal Harbour; who after this took Tobago, and, then sailing for Cape François, arrived there the 16th of July, and joined the—

Ships.	Guns.	Commanders.
Palmier	74	Commodore Chev. de Monteil Capt. Keroulas de Coliars
Destin	74	Dumaitz de Goimpy
Intrepide	74	Du Plessis Parscault
Actionnaire	64	De L'Archanzel
Triton	64	Brun Le Boades

On this junction the Chev. de Monteil hoisted his flag on board the Languedoc.

LORD HOOD'S LINE OF BATTLE *on the 29th of April 1781.*

RED DIVISION.

Red led on the starboard tack.

Ships.	Guns.	Commanders.
1. Alfred	74	Captain Bayne
2. Belliqueux	64	Brine
3. Prince William	64	Douglas
4. Alcide	74	Thompson
5. Invincible	74	Bickerton
6. Monarch	74	Reynolds
7. Barfleur	90	Rear Admiral Sir S. Hood, Bart. Commander in chief Captain Knight
8. Terrible	74	Ferguson
9 Princess	70	Sir Thomas Rich, Bart.

BLUE DIVISION.

Blue led on the larboard tack.

Ships.	Guns.	Commanders.
10. Ajax	74	Captain Symonds *
11. Resolution	74	Lord Robert Manners
12. Montague	74	Captain Houlton
13. Gibraltar	80	Francis Samuel Drake, Rear Admiral of the Blue Captain Knatchbull
14. Centaur	74	Nott
15. Russell	74	Sutherland
16. Torbay	74	Gedoin
17. Intrepid	64	Molloy
18. Shrewsbury	74	Robinson

LINE OF BATTLE *on the 25th of January 1782, going into Basseterre.*

VAN DIVISION.

Ships.	Guns.	Commanders.
St. Albans	64	Captain Inglis
Alcide	74	C. Thompson
Intrepid	64	Molloy
Torbay	74	Gedoin
Princess	70	Rear Admiral F. S. Drake Captain Knatchbull
Prince George	96	Williams
Ajax	74	Charrington

* This gentleman, we believe, was brother to the present learned professor of Modern History in the University of Cambridge.

CENTRE DIVISION.

Ships.	*Guns.*	*Commanders.*
Prince William	64	Captain Wilkinson
Shrewsbury	74	West
Invincible	74	Saxton
Barfleur	90	Rear Admiral Sir S. Hood, Bart. Captain Knight
Monarch	74	Reynolds
Belliqueux	64	Sutherland
Centaur	74	Inglefield
Alfred	74	Bayne

REAR DIVISION.

Russell	74	Captain Stanhope
Resolution	74	Lord Robert Manners
Bedford	74	Commodore Affleck Captain Graves
Canada	74	Hon. William Cornwallis
Prudent	64	Captain Barclay
Montagu	74	Bowen
America	64	S. Thompson

LINE *as they lay at Anchor off Basseterre, and were attacked on the 26th of January* 1782.

1. Bedford	12. Prince William
2. Russell	13. Shrewsbury
3. Montague	14. Invincible
4. St. Alban's	15. Barfleur
5. Alcide	16. Monarch
6. America	17. Centaur
7. Intrepid	18. Belliqueux
8. Torbay	19. Resolution.
9. Princessa	20. Prudent
10. Prince George	21. Canada
11. Ajax	22. Alfred

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

AS you request information and hints from professional men, I send you the following extract from the letter of an officer of rank:

"The late Captain Sir William Burnaby gave a Dutch Compass to Mr. Ramsden, the optician, which I saw about a year ago. This compass was of great weight, and would either stand in a ship, or even a boat, in an heavy sea. Whether Mr. Ramsden obtained a patent for it, or not, I cannot tell; but last war he made a great many very light compasses, after the plan of the Dutch compass, and most of the ships of the navy were supplied with them. These would not stand either in a boat, or a ship, and being useless were exploded. It was said his light compass would stand on an horse's back at full gallop. When Mr. Ramsden proposed making these light compasses, I recommended his making them like the Dutch compass, the card excepted: for as it answered in every respect, an

improvement was unnecessary. Every ship in the navy ought to be supplied with one of these Dutch compasses; they are the best I ever met with. An account of this compass in the Naval Chronicle might draw attention towards it; you are therefore at liberty to send this to the Editor. It is of great consequence to the service to have compasses which will stand in boats in blowing weather.—A captain of a Dutch man of war gave this compass to Sir William Burnaby, when he commanded the Zephyr sloop in the Downs; and Sir William shewed it me at Jamaica in the year 1772. It is therefore an old acquaintance."

Yours, &c. L.

The Chunam used in the East Indies to cover the bottoms of ships is found to be superior to copper sheathing, as it secures the bottom from all injury, and will last twelve years at least.

Many of the most valuable products of the eastern climes might be successfully cultivated in our West India islands. It has been proved by experience that the cinnamon tree will thrive there as well as in its native soil; and there is no doubt but that nutmegs, cloves, and other spices, would also flourish in the tropical regions of the west. The Society for the Encouragement of Arts is making this a subject of its particular attention.

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

IF you are in want of any interesting naval intelligence, you need only look into the Liverpool papers during the present war, where you will find the relation of many a brave action performed by men, the greater part of whom were never at sea before: witness what has been done by the *Thomas, James, Tyson, Betsy and Susan, Agreeable, Barton, Cicero, Benson, Astrea, Cottrell, Lovely Lass, Battalion, Henry, Scipio, Mary, Wilding, Nereus, Brooks, Elizabeth, Swallow, Indian Trader*, &c.

I am, Sir,

Your obedient humble servant,

C. W. E. P.

A Correspondent wishes to know whether it would not be a desirable plan, instead of breaking up our old ships, to send them off Brest, and sink them in the Passage du Raz, which thus would soon be choked up as an outlet for the French fleet, through which they have often eluded the vigilance of our cruisers, and put to sea.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

IT is much to be wished, that our naval officers, when describing an action, would be more particular in mentioning the wind, the weather, and the situation of their ships, or that of the different ships of their squadron, as to the tack on which they were in action, and what sail the ship carried at the time, whether double, close-reefed, or whole top-sails. I also, Mr. Editor, take this opportunity to notice a considerable change, which lately has taken place in sea-terms: formerly the term *to bear down* was used, when putting before the wind, or going large; whereas now the term in vogue is, *to bear up*.—Q. Do they mean putting the helm up, when they use this expression? otherwise it must be *bearing down*, or rather *to bear down*; a vessel to leeward is downward, being from the wind.

I am, Sir,

Your constant reader,

G. G. S.

The following Letter from CAPTAIN POPHAM *of the Navy, to General* SIR CHARLES GREY, *was written at the Time the former was employed to establish* SEA FENCIBLES *on the Coast of* SUSSEX. *It contains some useful hints for the Mode of Defence, had the Enemy put his Threats of Invasion into Execution.*

SIR,

CONSIDERING my appointment as commanding the Sea Fencibles from Beachy Head to Deal inclusive, I feel it not only my duty, but very much my inclination, to submit to you such ideas as have suggested themselves to me, on the practicability of the enemy's landing in the above district; to which, although it may be correct to confine in public report, yet I hope I shall not be marked as impertinent in these, where I presume to make any observation beyond the limits of my station.

It cannot be supposed that a predatory incursion, or partial invasion, will have any effect on this Country beyond the first moments of its operation; consequently it is necessary to determine with what wind a general invasion may be made, so as to comprehend the coasts of Essex, Sussex, and Kent, which are all the coasts that can be possibly estimated as within the narrow seas: but to make the combination complete, it must also be considered what wind will permit the transports to sail out of every port in Holland, Flanders, and France, to the eastward of Havre de Grace, and at the same time insure the smoothest water on the coast of England; because they can

have no covering navy, and must very much depend on small vessels for the advantage of beaching *.

The wind from E. to E. N. E. will enable them to sail from the Brille, Helvoetsluys, and Flushing, for the southern part of Suffolk, and the coast of Essex; that is, from Orfordness to Malden river. The distance across the sea may be about thirty-five leagues.

From Sluys, Ostend, Nieuport, and Dunkirk, the same wind will carry them through the Queen's Channel, and South Channel, up the Swale; and the distance from Sluys, which is the easternmost port to Faversham, will not exceed 30 leagues; and I believe it will scarce be necessary for me to say, that they have more schoots and bilanders in Holland, than they can have occasion for on such an expedition; and that the turbot men are as well acquainted with the coasts of Kent and Essex, and the channels leading to the Thames, as our own pilots.

Taking it for granted that the invasion will be confined to the narrow seas, unless an attempt is made on Guernsey or Jersey, previous to its commencement, I have named in the margin † the number of places, from whence an embarkation may be made, between Gravelines and Havre; and I shall now proceed to offer a few remarks on the coast between the South Foreland and Beachy, which is the western limit of my district; at the same time, Sir, I assure you I shall be much flattered to be asked an opinion of any other part of the coast, where my local knowledge may enable me to assist you.

The fleet in the Downs, with the Goodwin Sands, are such securities to the coast, between the two forelands, that little is to be apprehended in that space.

In Eastware Bay, which is about a mile and a quarter long, a landing may be effected; but it is so surrounded with cliffs, that I think the attempt would be very dangerous, as the enemy cannot expect any immediate support from the eastward.

From a little westward of Folkstone, to the sea wall near Dymchurch, there is a fine bay of six miles, in which infantry may land at any time, and cannon and cavalry may be landed at half tide; and in many places, particularly near Sandgate Castle, it is so bold a shore, that large ships may anchor within half a mile, in case the enemy mean to use any of the Dutch men of war to cover their landing.

* In westerly gales, with light moderate S. E. winds, it is remarked that there is by no means so much surf on the coast, as with the same portion of wind in open weather.

† Gravelines, St. Vallery, Calais, Tripart, Boulogne, Dieppe, Etapelles, Fecamp, and Crotoy, Havre de Grace } Distance from these places to the S. W. coast of Kent, and coast of Sussex, from 18 to 25 leagues.

To the westward of Dymchurch the land begins to trench to the southward, and consequently the E. N. E. wind, which I hold out as the best wind for a general invasion, would make so much sea from thence to the Ness Point, that it would be impossible to attempt a landing; independent of which, the shore is so flat at and near Romney, that under the most favourable circumstances of wind and weather, the enemy could only land infantry in small boats, except at high water.

From the Ness Point to the entrance of Rye Old Harbour, there is a fine shingle beach, steep too, and with an easterly wind it is as smooth as possible. From Rye Old Harbour to Hooksledge, or the end of Pitlevel, a distance of five miles, there is an uncommon fine beach of sand and shingle, on which, with an easterly wind, a debarkation to any extent may be made. In this space there is an harbour of more consequence than people are in general aware of; it is formed by a natural beach thrown up parallel to the shore, and at right angles with the entrance of Rye New Harbour; it is called Providence Harbour, and the sketch, which I have the honour to lay before you, will give you some idea of it, till I have an opportunity of completing a survey of it for the information of government:—but in the interim I have reported to the Admiralty in a few words, that I have seen fifteen square-rigged vessels lie there; that large cutters drawing eleven feet water use it; but as there is not more than two feet at low water over a muddy bottom, any vessels they chuse to send there must take the ground. The tide runs on the springs from eleven to eighteen feet; and with a very trifling expence, and a little exertion, vessels of ten feet draught of water may be got out, and in, at half tide; but unless it is thought an object to give the harbour some protection, I left it for their superior judgment to decide, whether it would not be more politic to block it up than to open it. I believe the harbour would be completely under the range of mortars from Winchelsea Terrace; but of this, Sir, you must be the best judge, nor should I now have presumed to touch on this subject, had I not observed mortars dismounted lying on the coast.

From Hooksledge, to Hastings, there is an inaccessible cliff of five miles, having only two narrow passes, Ecclesbourne and Govers; from Hastings to Bowpeep Barracks the shore is rocky, and a landing would be attended with some risk at low water; but from Bowpeep to Bulverhithe, a distance of two miles, there is probably as fine a beach as any in the world to land infantry, cavalry, or cannon; and large ships may anchor within half a mile of the shore.

From Bulverhithe Point about four miles to the westward, the shore is rocky, and cannot be used at low water; from thence to Beachy Head, there is in general so fine a beach, that a landing may

be made at any time of tide; but an E. N. E. wind would make a considerable sea from Pevensey to Langney Point, as the coast trenches there much to the southward; but from Langley Point nearly to the pitch of Beachy Head, the water would be perfectly smooth.

Although I have pointed out some spots between Hastings and Beachy, that are rocky, yet they are not to be considered as barriers to a general debarkation in this bay, which certainly presents itself as a very spacious one, with the advantage of having been used with success on a former occasion: but you, Sir, must be the best judge of the back country, and the opposition an enemy may meet in this extent of eighteen miles.

From Beachy Head to Selsey Bill, there are some partial spots that are rocky, but an E. N. E. wind makes such smooth water along the coast, that the rocks can scarcely be said to prevent any part of it being made use for the purpose of debarkation; but I take it for granted that the commanding officer of that district will send you a report as to the coast, harbours, &c. &c. &c.

I am now building at Dover a Row Galley, to carry one heavy gun, and I think the Admiralty will give orders for others of the same description to be built; indeed they have applied to the Treasury at my instance, to order three smuggling vessels, lately taken by the custom-house cutters, to be delivered over to me for the purpose of being lengthened and fitted as galleys; and when I get these vessels under my orders, I think I shall be able to prevent the French row boats from coming near this coast, either to reconnoitre, or annoy our trade.

I hope, Sir, in a few days, to be enabled to wait on you with a return of the number of men, we are likely to obtain as Sea Fencibles, and to take your orders as to their disposition.

I have the honor to be, Sir,

Your devoted humble servant,

Dover, 6th April 1798. H. P.

PRINCIPAL INVASIONS OF ENGLAND BY SEA.

INVADED by Sweyn, King of Denmark	- -	1103
Again by Sweyn, and nearly subdued	-	1013
By Canute - - - - -		1015
By the Irish - - - - -		1069
Again by the Irish - - - -		1070
By Robert Duke of Normandy	- -	1101
By Henry Duke of Richmond	- -	1485

NAVAL LITERATURE.

Voyages to the East Indies by the late John Splinter Stavorinus, Esq. *in the Years* 1768—1771; *in* 1774 *and* 1775; *and* 1775—1778. *Rear Admiral in the Service of the States General. Translated from the original Dutch by* Samuel Hull Wilcocke, *with considerable Notes, and Additions, in three Volumes,* 8vo. *illustrated with Maps. The whole comprising a full and accurate Account of all the present and late Possessions of the Dutch in India, and at the Cape of Good Hope, with a general Index.* Robinsons. 1*l.* 4*s.* 1798.—*Volume the first considered, containing the Years* 1768—1771. *Pages* 572.

THE original of this work constituted two distinct ones; the Voyage to Batavia, Bantam, and Bengal; and the Voyage to Samarang, Macasser, Amboyna, &c. owing to which some repetitions have been introduced. The translator has corrected passages that were incorrect in the original, and also the typographical errors, and mistakes in numerical characters, with which it abounded. The notes, and additions, that make a very valuable part of the work, were inserted from the Dutch writers, from authentic documents, manuscripts, and statements; and, in a few instances, from oral information. Mr. Wilcocke, the translator, had been long employed in collecting materials, with an idea of forming them into a general account of the Dutch Indian settlements; but meeting with these Voyages, he incorporated the whole with them as notes.

During a long period of peace, Mr. Stavorinus, in the year 1768, requested permission of the States to be allowed to go to the East Indies, as captain in the employ of the Dutch East India Company, retaining however his rank of post captain in the navy. He was afterwards promoted to the rank of rear admiral, which he held at the time of his death.

We found this volume improve considerably as we advanced in its perusal. The first pages are certainly not among the most interesting, or the best composed: but the reader, who examines the whole of the work, will find much commend, with an ample source of information, at the

sent moment particularly interesting. We were sometimes led to wish, from the length of the notes, and the endless variety which they embrace, that the whole had been blended together in a new work, for which the translator appears fully equal. This volume is divided into four books. The *second*, which contains observations respecting the Island of Java, and the *third*, which treats entirely of Bengal, afforded us much satisfaction.

On passing the Island of St. Paul, in the southern Indian ocean, they met with the following curious instance of the manner in which marine animals feel the approaches of a storm:

Shortly afterwards, about six o'clock, there arose a sound just like the groaning of a man out of the sea, near the ship's side. When I first heard it, I thought that some one of the crew had been hurt between the decks, and I sent the officer of the watch down to see what was the matter. The men, however, who were on deck, told me that they had heard this noise arising, as it were, from out of the water several times before; and I then perceived it to be as they said; for going on the outside of the mainchains, I plainly heard it ten or twelve times repeated. It seemed to recede proportionably as the ship advanced, and lessening by degrees, died away at the stern. I suppose that it was perhaps occasioned by a sea-lion, that might be near the ship, as many of these animals were said to have been seen on the Island St. Paul, although we perceived nothing like any animal. About seven o'clock, the gunner, who came to make a report of some matters of his department to me, informed me, that on one of his India voyages, he had met with the same occurrence, and that a dreadful storm had succeeded, which forced them to hand all their sails, and drive at the mercy of the winds and waves for four-and-twenty hours. When he told me this, there was not the least appearance of any storm; yet before four o'clock in the afternoon, we lay under our bare poles, scudding before the wind, in a violent tempest. The sea ran so high on all sides, that at nine o'clock in the evening, all the cabin windows and hatches were stove in, and the water rushed quite into the state room. To provide, however, as much as possible against this, we spread a sail over the stern, on which the sea could break, and which proved of great service to us. This blowing weather continued till the next day, the 24th of January, when the violence of the storm abating a little, we were enabled to set

our sails again. Fortunately, no material damage was done to our masts or yards, but the bread and sail rooms were again very leaky.

The captains of ships in the service of the Dutch East India Company were obliged, by their articles, to consult their lieutenants respecting the course to be steered; and if they could not agree, a council was summoned, consisting of the principal officers on board, including the captain, where the matter was decided by a majority of votes. This council likewise took cognizance of whatever, not relating directly to the navigation of the ship, may be called extraordinary circumstances; and determined respecting the diminution or increase of the allowance to the crew; the touching at any places for reparation, or refreshment; the time to be passed there, &c. as per Art. III. IV. V. and VI. of the East India Company's *Artikel-brief*, or articles of engagement, entered into by the persons in their employ.

The following account of the Reef of Anguillas will be of service to professional men:

This reef stretches out from the continent, as far as 36° south latitude, and perhaps farther, but the soundings are, in some places, thereabouts, two hundred fathoms. By the depth, and the nature of the bottom upon the reef, you may know whether you are to the eastward, or to the westward of Cape Anguillas. To the eastward, the ground is hard, and to the westward, soft, loose mud, with a much greater depth; so that having passed the cape to the west, you get out of soundings by degrees.

The heavy seas, that are occasioned by the storms, which are so frequently met with, on the reef, make it a very dangerous part of the navigation, and the Company have lost, in consequence, many ships; especially of the second division, or those that come upon the reef in the months of April and May, at which time the weather is the most stormy. Ships going to the Cape of Good Hope cannot avoid passing over the reef, in order to be certain of their longitude, and not to overshoot the Cape. On account, however, of the danger attending it, orders were given by the Company, in the years 1767 and 1768, for their ships, which passed here in that time of the year, to haul in upon the outside of the reef, in order to ascertain their situation, and rectify their estimation; but on meeting with soundings, then to stand directly south, in order to run round the reef, without touching

at the Cape of Good Hope; but instead of that, to touch at St. Helena, for refreshment. This mode, however, proved to be attended with worse consequences; and all their ships are accordingly again allowed to touch at the Cape of Good Hope, except the last ship, which refreshes at St. Helena.

The Dutch East India Company pay a yearly sum of 3,000*l.* sterling to the kings of the Moluccas, in consideration of which, they engage to destroy all the spice-trees, which are dispersed through the woods of their extensive islands, and detachments of Europeans are sent out from time to time, to see that this extirpation be duly executed. The cinnamon found at Ceylon in 1795 was purchased of the captors, by the English East India Company, for 180,000*l.* sterling. In the latter end of 1797, the quantity of 13,893 bases, containing 1,238,968 pounds of cinnamon, was brought to England, and the East India Company sold 350,000 pounds, at their ensuing spring sale.

The translator's account of the Dutch factory at Canton will give our readers an idea of the valuable additions made by him to the work, and will afford them considerable information respecting the Dutch trade thither under their old government.

The Dutch factory at Canton is not, like all their other settlements, and places of trade, in India, subordinate to the government at Batavia, but has, for upwards of forty years, been under the management of a special committee of directors in Holland; yet every thing relative to it, is communicated to, and transacted in concert with, the government at Batavia. The cargoes of the four or five ships, which the Dutch send annually to China, amount in value to *f.*2,400,000; or *f.*2,500,000, about 225,000*l.* sterling, one half of which consists in silver, either in bars, or Spanish dollars, and the other half in tin, lead, pepper, cloves, and nutmegs, upon which articles a profit of, at least, *f.*660,000, about 60,000*l.* sterling, is made. For the above capital, the Company's agents purchase between four and five millions pounds of tea, of all sorts, and a quantity of silks, nankeens, china, turmeric, &c. We subjoin a list of the quantities of tea, exported in Dutch ships from China, for the twenty years between 1776 and 1795:

Years.	Ships.	*lbs.* tea.
1776	5	4,927,700.
1777	4	4,856,500.

Years.	Ships.	*lbs.* tea.
1778	4	4,695,700.
1779	4	4,553,100.
1780	4	4,687,800.
1781	4	4,957,600.
1782, 1783, 1784	none, on account of the war.	
1785	4	5,334,000.
1786	4	4,458,800.
1787	5	5,943,200.
1788	5	5,794,900.
1789	4	4,179,600.
1790	5	5,106,900.
1791	3	1,328,500.
1792	2	2,051,330.
1793	3	2,938,530.
1794	2	2,417,200.
1795	4	4,096,800. T.

The following information is well deserving of notice, and might perhaps be turned, under certain limitations, to the advantage of our navy:

The integument that surrounds the cocoa shell is used, instead of hemp, for the manufacture of cordage, which is called *coir*, and is brought, in considerable quantities, from Ceylon, and the coast of Malabar, to Batavia. Cables are even made of it, of twenty, and more, inches thick, which are found to be as good, and, in some cases, better, than European ones of hemp. By their lightness, they float upon the water, and by their elasticity, they are capable of great extension and contraction*.

Captain Stavorinus, in his third book, gives a particular account of the Ganges, and is of opinion that its source is farther to the north, than the Mountains of Thisbet. He derives its name from *Gang*, which, in Persian, as *Wanka* in

* Captain Tho Forrest gives his testimony to the excellence of the *coir* for cables; "being elastic, it gives so much play to a ship that rides hard at anchor, that, with a cable of one hundred and twenty fathoms, the ships retire or give way, sometimes half their length, when opposed to a heavy sea, and instantly shoot a head again; the coir-cable, after being fine drawn, recovering its size and spring. Hempen cables are strong and stubborn, and ships often founder that ride by them, because nothing stretches or gives way; the coir yields and recovers." T.

the Hindoo dialect, signifies *winding*, *arched*, *bent*; its remarkable sinuosities give great probability to this derivation. He also informs us that there are large and dangerous banks, which lie before the mouth of the Ganges, and that the river itself is every where filled with sand-banks, as well in the middle, as on the sides, which renders the navigation very dangerous. The loss of anchors and cables by the Company's ships in this river amount every year to 2,725*l.* Mr. Wilcocke has subjoined the following valuable note:

These sands are distinguished by the English, by the appellation of the western and eastern Braces, Barabulla-sand, Long-sand, and Gasper-sand, or the eastern sea-reef. The braces are two hard flats, lying to the southward of the Beercool shore; they are detached from the land by a tolerable channel, or three fathoms water or more; and they separate Balasore Road, from the entrance of Hougly River. The western Brace is about five miles broad at the north end; it lies north by east, and south by west, being seven leagues long; but from the middle to the south end, it is little more than two miles broad; the depth, at low water, upon the Brace, is at the north end, two fathoms; at the crossing track, which is a space athwart the Braces, about two miles broad, in the direction of east by north, three fathoms; and thence to the southward it gradually increases to eight fathoms; after which there is no more hard ground. The Eastern Brace is four miles broad, from the north end down to the crossing track; and thence to the south end, it tapers away to a point, and bends round in a circle to the S. E. The whole length of the Brace is twelve leagues, and the hard ground at its southern extremity is called the Western Sea Reef; on the north end of the Brace, there is something less than one fathom, at low water; and the depth increases gradually to the southward; there being two fathoms on the crossing tack, and from three, to three and a half, at its southern point. Barabulla is a sand, which begins about three leagues south by west from the pagoda of Ingellee, and extends S. S. W. about ten miles; the north end is called the head, and the south end the tail, of the Barabulla; the first is very shoal, having only half a fathom, or so, at low water; it is very dangerous, there being five fathoms in the channel close by it; the tail of this sand has not much less water upon it than there is in the channel, only it is broken ground, and overfalls of about half a fathom, every cast of the lead. Long Sand begins at Cajoree Point, and extends to the southward, to latitude 21° 18 north; it is, in all, thirty-five miles long; its width is various, but generally it is narrow, having many patches, which are dry at low water; the directions in

which it lies are south by west, and north by east; the passages, called Cockerlees, are swatches through the Long Sand; of these there are three, one just by Cajoree Point, another between four and five miles more southerly, and the third is directly east from the Buoy of Ingellee. Gasper Sand is the greatest of all those in the Hougly entrance; it begins a little to the southwestward of Mud Point, in latitude 21° 57′ north, and goes, south by west, twenty miles, where it bends round near Sagor Island, southeastward, and extends as far as latitude 21°; the north end of this sand is called the Mizen; it is very broad, and fills up the whole entrance, leaving only a channel on each side, of which, one is the Road of Cajoree; the middle part is called Gasper, which, to the northward of Sagor, is narrow, and to the southward broad; the south end is called the Eastern Sea Reef; but the whole is one continued sand, with various depths of water upon it; and many patches, which are dry at low water; it is detached from the eastern shore and Sagor Island, by a very good channel. *T.*

Whatever relates to naval architecture, though in a rude and imperfect state, should be attentively considered by professional men; we shall therefore conclude our consideration of this volume, with the following observations on the Bengalese vessels:

The vessels which are used for inland navigation, on the Ganges, are very lightly built of thin deals, without either keel or side-timbers. The edges of the planks are fastened together with staples, and the seams are stopped up with moss, and paved with grease. The largest width of them is about one-third of their whole length from the stern, where they run up with a bend; they are very sharp forwards, and are not very high above the water. Although they are of different sizes, they are all of the same shape and construction; and some of them can load fifty thousand pounds weight of merchandize, and more*.

The boats used by the Europeans, as well as by the natives of consideration, for travelling, are called budgerows. On the outside they

* These boats are called *burs* in Bengal; they are rude barks, and have a single mast, with a large square sail; they take in a great quantity of water from the sides and bottoms, which compels the crew to employ some people continually in baling. They are used for the carriage of cotton, and other bulky materials, the weights of which cannot bear any proportion to their size. In common with all the other boats of the country, their bottoms are nearly flat; indeed it would be impracticable, on the Ganges, to employ vessels calculated to draw any considerable quantity of water, as the navigation is rendered extremely dangerous, from the sands being continually shifting. *T.*

they have the same construction with the former, but within they are calculated for convenience. The space from the middle to the stern is occupied by one or two apartments, having windows on the sides; these rooms are from six to seven feet in height, and are as commodious as if they were in a house. The sternmost of them is the bedroom. The *budgerows* are of various sizes, from twenty-five to sixty feet in length, and longer. They are rowed, as the former are, by from six to twenty men. The oars are long poles, to the end of which a little oval board is nailed, in lieu of a leaf; they do not strike the water cross ways, but obliquely backwards. Somewhat more forward stands a mast, upon which a square sail is hoisted, when they go before the wind; when they have a side-wind, they drive down athwart the stream, not having a keel, or timber enough under water, being flat bottomed, and drawing scarcely a foot, or a foot and a half *.

They have another kind of boats, which they call *pulwahs*. These are very long, low, and narrow; they are not calculated for the conveyance of goods: they are sculled instead of being rowed, and they are very expeditious for passing from one place to another †.

* The *budgerows* are steered by a large paddle, or oar, extending ten feet from the stern; and besides the mast mentioned in the text, they have likewise a topmast, with a square topsail, for fine weather. The English gentlemen in Bengal, have made great improvements in the *budgerows*, by introducing a broad flat floor, square sterns, and broad bows. They thereby are rendered much safer, sail near, and keep their wind; and there is no danger attending their taking the ground. They are besides calculated to carry more sail. *T.*

† A gentleman in his *budgerow* is usual y attended by a *pulwah*, for the accommodation of the kitchen, and a smaller boat, which is called a *paunchway*, and is destined to convey him either on shore, or on board, as it frequently happens that the *budgerow* cannot come close to the place where he wishes to land, or to embark. These boats move more expeditiously than the *budgerows*; but the *paunchways* are nearly of the same general construction, with this difference, that the greatest breadth is somewhat farther aft, and the stern lower. Another boat of this country, which is very curiously constructed, is called a *moorpunkey*: these are very long and narrow, sometimes extending to upwards of an hundred feet in length, and not more than eight feet in breadth; they are always paddled, sometimes by forty men, and are steered by a large paddle from the stern, which rises either in the shape of a peacock, a snake, or some other animal; the paddlers are directed by a man who stands up, and sometimes makes use of a branch of a plant to regulate their motions, using much gesticulation, and telling his story, to excite either laughter, or exertion. In one part of the stern is a canopy supported by pillars, in which are seated the owner and his friends, who partake of the refreshing breezes of the evening: these boats are very expensive, owing to the beautiful decorations of painted and gilt ornaments, which are highly varnished, and exhibit a considerable degree of taste. *T.*

[*To be continued.*]

A Vocabulary of Sea Phrases, *and* Terms of Art, *used in Seamanship, and Naval Architecture; in Two Parts*; 1. *English and French*—2. *French and English; carefully collected from the best Authorities, written and oral, aided by a long and intimate Acquaintance with the Nautical Language of both Countries; and containing all the Orders necessary for working a Ship, and carrying on the Duty on board, as well at Sea as in Port By a* Captain of the British Navy. *Dedicated to* Lord Spencer. 2 *Vols.* 12*mo.* 8*s. Boards. Vol. I.* 257 *Pages. Vol. II.* 286 *Pages.* Debrett, 1799.

——— Signum nautis——unde reverti
Scirent, et longos ubi circumflectere cursus.

A WORK similar to the present was much wanted by professional men: we have examined it minutely, and can recommend it as a most useful book of reference to all ranks in the navy; which the convenience of its size, and the excellent manner in which it is printed, considerably augments. We understand it has met with the approbation of the Admiralty, and that it is much commended by Monsieur Peltier.

The author of this useful publication has for many years made the phrases, and terms of art, used in the navy, an object of his particular attention. Except *Le Vocabulaire de Marine of Lescallier*, none of the French Marine Dictionaries, as he informs us, afforded him any essential assistance. He has availed himself of *L'Encyclopédie de Marine, of Mons. Vial du Clairbois*, and of the works of *M. du Pavillon*, and *M. D'Apres* for the terms of pilotage; nor has he neglected to refer to the celebrated labours of *M. du Hamel* on naval architecture, as well as to those of *Bézout*, *Bouguer*, and *Bourde*. To all this has been added very important communications from several French officers of established reputation. We have selected the following terms, that our readers may themselves judge of the excellent manner in which the work is executed:

VOL. I.

Anchorage. Mouillage.
The Flukes. Les oreilles.
The Stock. Le jât
Back-stays or *breast back-stays.* Galhaubans. *After back stays.* Contre étais.
Ballast, s. Lest.
Bobstay, s. Sous-barbe de beaupré.
Jib boom. Bâton de foc.
Flying jib-boom. Pâton de clin foc.
Studding sail boom. Boute-hors de bonnettes.

Spanker-boom. Gui de baume, ou de brigantin.
Main boom. La grande vergue, ou gui d'un brigantin, &c.
Bowsprit, s. Beaupré.
Brace, s. Bras des vergues.
The small bower cable. Cable d'affourche.
Cable tier, s. La fosse aux cables.
Capstern, s. Cabestan.
Cat harpings, s. p. Trélingage des haubans sous la hune.
Chestrees, s. p. Pouliots d'amure de grande voile.
Cross-jack-yard, s. La vergue sèche ou vergue de fougue.
Cross trees, s. p. Barres traversières des hunes.
Crow foot, s. Araignée.
Dead eyes. Cap de mouton.
Dead lights. Faux sabords ou faux mantelets pour les fenêtres de la poupe.
Dead-reckoning. Route estimée.
Decks, s p. Ponts d'un vaisseau.
Quarter-deck. Gaillard d'arrière.
Fathom, s. Brasse; mesure de six pieds Anglois, qui répond à-peu-près à cinq pieds et demi de France.
Fore-mast. Mât de misaine.
Fore shrouds. Haubans de misaine.
Fore top. Hune de misaine.
Fore-top-mast. Petit mât de hune.
Fore top-gallant-mast. Mât de petit perroquet.
Fore-top-gallant-royal-mast. Mât de petit perroquet volant
Hatch or *hatch-way, s.* Ecoutille.
Hawse holes. Ecubiers.
To hoist, v. a. Hisser, ou guinder, arborer.
Jack, s. Pavillon de beaupré.
Jury mast. Mât de fortune, ou mât de rechange.
Larboard, ad. Babord ou côté gauche du vaisseau.
To lie to, or *lie by, v. n.* Etre en panne.
Lifts, s p. Balancines.
Main mast. Grand mât.
Main-top-mast. Grand mât de hune.
Main-top-gallant-mast. Mât de grand perroquet.
Main-top-gallant-royal-mast. Mât de grand perroquet volant.
Lower masts. Mâts majeurs.
Top-masts. Mâts de hune.
Top-gallant-masts. Mâts de perroquet.
Top-gallant-royal-masts. Mâts de perroquet volant.
Fore-mast. Mât de misaine.
Mizen-mast. Mât d'artimon.
Mizen-top mast. Mât de perroquet de fougue
Mizen-top-gallant mast. Mât de perruche.
Mizen-peak. Corne d'artimon ou pic.
Mizen-stay-sail. Foc d'artimon.
Mizen-top-mast stay-sail. Diablotin.
Mizen top mast stay. Etai du mât de perroquet de fougue.
Purser, s. Commis aux vivres.
Purser's steward, s. Maître valet.
Starboard, ad. and *s.* Tribord, ou côté droit du vaisseau, en allant de l'arrière à l'avant.
To strike, v. a. and *n.* Amener.
Wherry, s. Houari.
Yaw, s. Embardée, ou lane.

VOL. II.

Branle, s. m. Hammock.
Brewage, s. m. A mixture of equal parts of wine and water, prepared on board French ships, for the crew to drink during action.
Bugalet; s. m. A sort of small vessel or bark, mostly navigated about Brest and the ports of the neighbouring departments.
Cague, s. f. A kind of Dutch sloop.
Chasse-marée, s. f. A sort of decked boat employed for the conveyance of fish, as also in the coasting trade.
Chat, s. m. Cat, a sort of vessel peculiar to the north-east coast of England.
Chatte, s. f. A sort of lighter so called at Rochfort.
Contre amiral, s. Rear admiral.
Cornette, s. f. A broad pendant displayed at the mast head of a commodore's ship.
Crater, s. m. A sort of Swedish vessel.
Flamme, s. f. Pendant.
Gabarre, s f. A flat-bottomed lighter or barge; also a sort of store ship or vessel of burden.
Galette, s. f. Round and flat sea-biscuit
Grain, s. m. A squall.
Grenasses, s. f. p. Little squalls of wind accompanied by rain.
Hamac a l'Angloise. A cott.
Marie salope, s. f. A sort of flat-bottomed boat made use of in the ports of France to carry away the mud, &c. which is hove up from the bottom by the lighters employed for that purpose.

Morne, s. f. A name given to a mountain, or high hill, by the inhabitants of the French West India islands.
Palle, s. f. A sort of vessel built in the East Indies.
Patache, s. f A sort of vessel stationed in the ports of France for the prevention of smuggling.
Sabords, s. m. p. Ports.
Saucir, v. n. To founder at anchor.

In sea phrases, as in all others, the French use a dozen words where an Englishman would use one; which, after all the eulogiums made on their language, is no mark of its perfection. Thus on board, when the British Tar would sing out—*Man ship!* the Frenchman exclaims, *Rangez du monde sur les vergues!*

NAVAL POETRY.

Nor let the sons of letter'd pride despise
Germs, whence the vig'rous shoots of valour rise;
So Attic freedom own'd Harmodius' strain,
So rous'd Tyrtæus' song the Spartan train. PYE's NAVER.

ADMIRAL LORD HOOD.

——"MARK that rough seaman passing by, whose yeares shed lustre on a gallant browe! To scourge the enemie around the globe was not enough for him, until, by conflagration of their fleetes, he did illume the faire, and smiling face of Victorie!—Say, Mervolt, do not honours thus so noblie earned, right well begrace him?"

VICE ADMIRAL COLPOYS.

——"GIVE me a tarre, who serves his countrie trulie, and without much imparlance; so that, when an enemie doth holde disputation with him, he answereth in repartee, and cuts off his chaine of argument by a quiek exchange of chaine-shotte! I knew a salt-water chief of this stampe ... for which his sov'rain did command him to display the red flag at his own gallant main. *Vort. & Row.*

Mr. Pye *concluded his* Birth Day Ode, *with an allusion to the sailing of the Brest fleet:*

—FROM climes, where Hyperborean rigours frown,
See his bold bands the warlike vet'ran bring;
Rous'd by the royal youth's renown,
Loud Austria's eagle claps her vig'rous wing

Mid fair Hesperia's ravag'd dales!
The shouts of war the Gallic plund'rers hear,
Th' avenging arm of Justice learn to fear,
And low his crest th' insulting despot vails;
While their collected navy's force
Speeds o'er the wave his desultory course,
From Britain's guardian fleet receding far—
Their proudest wreath to 'scape, nor meet the shock of war!

THE following Lines were written extemporary after Dinner at a Nobleman's Country Seat, in the Month of October last, by a Clergyman, whose Son was in the Vanguard in the Action off the Nile.

WHILST from Egypt's rich coast smiling Vict'ry flies,
And notes, the most loyal, ascend to the skies,
Let us join in the praise of this bold enterprise,
And sing—the brave tars of Old England!
And 'tis, O the Old English brave tars!

Our far-fam'd Britannia so justly admir'd,
By th' ocean protected, by commerce attir'd,
Loves the blessings of peace;—but, when she is fir'd,
Oh then the brave tars!

Though from Britain the source of prosperity flows,
We've been fought by all countries from where the wind blows,
Yet still Dame Britannia exultingly shows
The conquering tars!

Invention I need not, their deeds are enough,
Like their own native oak, they are hardy and tough,
No foreign materials, but true British stuff;
O the brave tars!

Hood, Howe, Bridport, Vincent, and Duncan so stout,
With France, Spain, and Holland, have each had a bout;
'Tis the same thing to them, who's in, or whose out;
O the brave tars!

Encircled with laurels, see Nelson advance,
Determin'd to humble the banners of France;
His vict'ry to Heav'n he ascribes, not to chance;
O the brave tars!

Buonaparte in Egypt thought Arabs to greet,
As an agent from Mahomet offered to treat,
But pray, my good friends,—what's become of their fleet?
O the brave tars!

Learn from hence, French Directors, your boastings are vain;
All Europe exults in our sons of the main!
Nelson's well known in France, nor forgotten in Spain!
O the brave tars!

Then fill up your glasses, and cheerfully smile,
Here's a health to the heroes of brave Britain's isle;
Here's a bumper to Nelson! the Lord of the Nile!
And to all the brave tars of Old England,
And to all our true British tars!

DESCRIPTION OF PLATE XIV.

A VIEW of the town and road of Bastia, the capital of the island of Corsica, with the Victory, Lord Hood's flag ship, and the rest of the fleet at anchor. A common trading vessel of the Mediterranean is also introduced at anchor in shore. This view was taken by Mr. Pocock from a large picture by Lieut. Elliot, now in the possession of Lord Hood.

Corsica is situated in that part of the Mediterranean sea which formerly was called the *Sea of Liguria*. By the Greeks it was styled Κυρνος, or Κορσις; whence the epithet given them by Virgil, Cyrnœus: Corsi was the name of the people. The ancient inhabitants were the Phocœans, who afterwards removed to Massilia, now Marseilles: they were the first of the Greeks who made long voyages, and explored the Adriatic and Tyrrhene seas. The Phocœans built a town in Corsica, called Alalia. To them succeeded the Ligurians, and Hispani. The bees in Corsica produced bitter honey, which, owing to the number of yew-trees that grew in the island, was esteemed noxious: hence the allusion by Martial (xi. 43, 4.). *Et thyma Cecropiæ Corsica ponis api*—you set coarse food before one accustomed to better fare. The Corsi were renowned for the noble stand which they made for their liberties against the Genoese, to whom they were formerly subject: their late exertions under General Paoli are fresh in the memory of every one. The whole of this island was subdued by Lord Hood. Corsica is situated between eight and ten degrees of east longitude, and between 41 and 43 degrees of north latitude. The air is reckoned unwholesome; the land is hilly, full of stones, and poorly cultivated; the valleys however produce wheat, and the hills olives, figs, grapes, almonds, and chesnuts. It contains mines of iron; the coast abounds in fish and coral. In the middle of the island is the mountain Gradaccio, on which are two lakes, whence issue the two principal rivers.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

A very ingenious Engineer having lately communicated to me the following method of supplying deep mines with fresh air, and extracting the foul, by means of fire, I have no doubt but the principle might be usefully applied on board our ships of war, by means of a furnace in the galley, and fresh air supplied with facility to the remotest corner of a ship. Yours, &c.

J. M.

Description of the Method of supplying deep Mines with fresh Air, by Means of Fire; and, upon the same Principles, the remotest Parts of a Ship might be supplied with fresh Air.

IT frequently happens that in sinking deep pits, and also in cutting extensive horizontal mines, that the air either fails entirely, or is so contaminated with fiery particles, or other noxious vapours, as to become extremely pernicious to the healths, and too often instantly fatal to the lives, of the people employed in these works.

To remedy this inconvenience, many ingenious inventions have been put in practice; the most effectual of which is that of extracting the foul air by means of fire.

It is well known that fire consumes a vast quantity of air; and provided you can admit a sufficiency to your kindled fewel, it will make no difference whether it is pure air, or poisonous vapour.

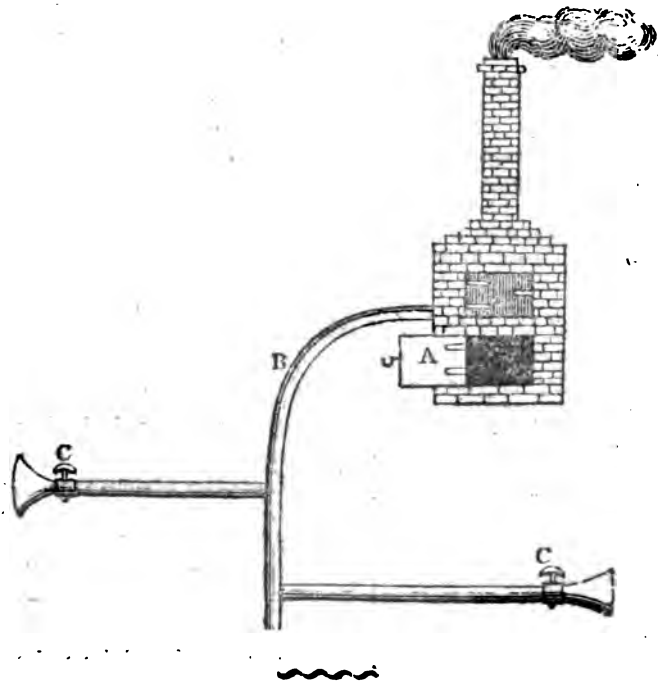
This being established, it appears obvious that if you can place a fire in a close furnace, and have a tube from the said fire to the bottom of your pit, the fire having no other communication with the air but through said tube, it will draw off the foul air with great force, whose place will be as quickly supplied by fresh atmospheric air.

The annexed figure will fully explain the nature of this simple contrivance. It represents a furnace built in the common form, with this exception, that instead of the ash-hole being left open, there is a door (A) upon it, similar to that upon the fire place.

From the bottom of the fire-place an iron tube (B) proceeds in any direction that may be required.

Now, when the door upon the ash-hole is shut, it is plain that the fire will naturally supply itself with air from any part with which it communicates; and the pipe before mentioned being the only aperture through which air can be conveyed to the fire, it follows that the air shall be drawn from the place where the extremity of the pipe is,

placed. Branches for this pipe may be provided with cocks (C C) as represented in the figure, and opened and shut as occasion may repuire.



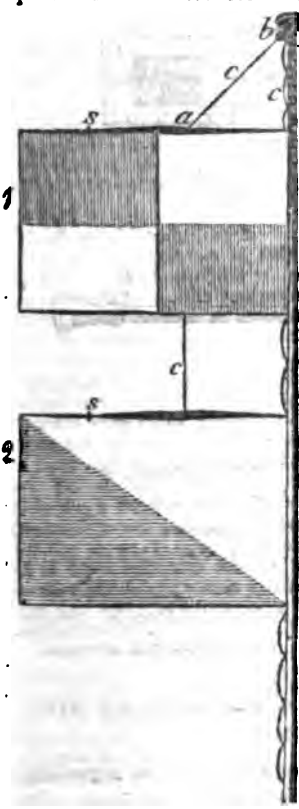
As the simple method of spreading Signal Flags *in light airs, or calm weather, may not be generally known in the Navy, we are much obliged to the friend who has communicated to us the explanation that accompanied a Code of Signals presented to the Admiralty by* Mr. M'Arthur *before the commencement of this war; and which mode we understand, by repeated trials on board the Victory, during the Russian armament* (Summer 1791), *was found to answer fully the purpose intended.*

METHOD OF DISPLAYING SIGNAL FLAGS IN LIGHT AIRS, OR CALM WEATHER.

IT is proposed to have, as necessary appendages to the signal flags, two light sticks of about eight feet in length; and when a signal with two flags is to be made in light airs or calm weather, one of these sticks is to be fixed to the upper edge of each flag, by means of straps or points.—The flags are to be bent to the haulyards on deck as usual, and will be hoisted with the same facility as if no sticks were attached to their upper edges, from being kept in a

vertical direction, while running up to the mast head, mizen peek, or other conspicuous part of a ship making the signal. A small block is to be fixed on the signal haulyards, under which, at the distance of four feet, the upper signal flag should be bent, and a line fixed to the centre of the sticks attached to the upper edges of the flags, and made to pass through the block above-mentioned, would immediately, on being hauled upon after the flags were hoisted, cause them to spread out, and bring them in a horizontal view, whereby the form and colour of each flag would be even better distinguished, than if expanded by a brisk gale.

In order to convey a clearer idea of this method, the following explanations and references to the annexed figure are made :



The superior flag No. 1, quartered white and red, and inferior flag No. 2, white and blue, diagonally, are displayed at the mast head, after being spread out, by means of the topping line (*c*, *c*, *c*), in the manner indicated. These flags, with the sticks attached to their upper edges, are in the first instance run up by the haulyard from deck in a vertical manner to the mast head; and when the small block (*b*) (fixed to the haulyards) is chock up to the truck, or as high as it is intended to be hoisted, then by hauling on the topping or spreading line (*c*, *c*, *c*), the flags are instantly expanded, thereby bringing the sticks (*s*, *s*), as well as the flags, in a horizontal view, or, which is the same thing, directly perpendicular to the mast.

The topping line (*c*, *c*, *c*) having been fixed to (*a*, *a*), the centre parts of the signal sticks, and as the distance between the block (*b*), and where the upper flag is bent to the haulyard, is four feet, equal to half the length of its stick, it is obvious, that when the topping line is hauled for the purpose of spreading the flags, it will form the hypothenuse of a right-angled triangle with the mast and upper edge of the flag (1), whereby both flags are instantly displayed in the same direction, and in full view for discerning colours at a distance. M.

Gazette Letters.

ADMIRALTY OFFICE, MARCH 30.

Copy of a Letter from Vice Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated at Martinique, the 6th of Feb. 1799.

SIR,

I HAVE to acquaint you, for the information of their Lordships, that Captain Westbeech, in his Majesty's sloop Favourite, on the 8th of December last, captured a Genoese ship from Rio de Plate bound to the Havannah, laden with jerked beef, tallow, and hides, and carried her into Tobago; and that on the 20th ultimo, Captain Warren, of the Scourge, captured a Spanish brig from Cadiz bound to La Guira, laden with wine, brandy, and merchandize, which he carried into Trinidad. I have the honour to be, &c.

HENRY HARVEY.

ADMIRALTY OFFICE, MARCH 30.

Extract of a Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, the 26th of February, 1799.

I enclose letters from Capt. Bowen, of his Majesty's ship Argo, and Capt. Sanders, of his Majesty's sloop L'Espoir, giving an account of the capture of the Santa Teresa Spanish frigate, and Africa xebec; also a letter from Capt. Markham, of his Majesty's ship Centaur, relating the events of his cruize on the coast of Catalonia.

SIR, *Argo off Port Mahon, Feb.* 8.

I have great pleasure in acquainting you, that in carrying your orders into execution, in company with the Leviathan, on the 6th inst. at four P. M. drawing round the east end of Majorca, under storm stay sails, with a violent gale westerly, I discovered two large Spanish frigates at anchor, near a fortified tower on the south point of the Bahia de Alcude, who, immediately on seeing us, cut their cables, and made sail to the N. N E. We instantly gave chace with all the canvass the ships could bear; unfortunately the Leviathan's main-top sail gave way, which caused her to drop a stern; the enemy seeing this, took the advantage of it, and after the close of the day spoke each other and separated; one hauling her wind to the northward, and the other set top-gallant sails and kept away before it, which latter I followed. The darkness of the night precluded the Leviathan from seeing their manœuvre, as also my signal to her to alter her course to port: however, the Leviathan kept sight of the Argo, and was near up with us at midnight, when I got alongside of the enemy, who still persevered in his endeavours to get off, (although his small sails were either shot or carried away in the chace) and did not surrender until he had received our whole broadside, which wounded two men, and did much damage to his rigging. She proved to be the Santa Teresa, commanded by Don Pablo Perez, mounting in all 42 guns, besides swivels and cohorns, and manned with 280 seamen and marines, besides 250 soldiers; in all 530 persons on board.

My first lieutenant, Mr. Thomas Lyne, has much merit in keeping sight and observing the different shifts of the enemy, by which great advantage was gained by the Argo during the chace. Much commendation is due to his professional skill and great exertions after taking possession of the prize, in saving her tottering mast from tumbling overboard, which he could not have done had not Captain Buchanan sent him speedy assistance of officers and men from the Leviathan, to whom I feel myself much indebted.

Great praise is due to all my officers and seamen for their vigilance and exertions in shortening and making sail in squalls during the chace; and had the enemy given them an opportunity of shewing further proofs of their zeal and loyalty, I am convinced they would have behaved as British seamen always do upon these occasions. I have the honour to be, &c.

JAMES BOWEN.

P.S. The Santa Teresa is just out of dock, rebuilt, new coppered, and is in every respect almost as good as a new ship; she was completely stored and

victualled for four months, and is esteemed one of the fastest sailing frigates out of Spain, of large dimensions, upwards of nine hundred and fifty tons, and fit for immediate service. Her consort, the Proserpine, that made her escape, is of the same force, but not so large.

Extract of a Letter from Capt. Cuthbert, of his Majesty's Ship Majestic, to the Earl of St. Vincent, dated at Sea, the 23d February 1799.

I have the honor of enclosing a letter to your Lordship, received from Capt. Sanders, commander of his Majesty's brig L'Espoir, giving an account of his having engaged and captured the Africa, a Spanish xebec, mounting fourteen guns, long four-pounders, and four brass four pound swivels, in the service of the King of Spain, and commanded by Josepho Subjado.

Having been an eye-witness to the action, it is not in the power of my pen sufficiently to extol the meritorious conduct of Capt. Sanders and his ship's company on the occasion.

SIR, *L'Espoir, at Sea, Feb. 22, 1799.*

At a quarter past noon, town of Marbello bearing N. N. W. three leagues, a brig and two xebecs in the S. E. quarter, appearing suspicious, I hoisted my colours to them, when the brig and one of the xebecs hoisted Spanish, upon which a Moorish brig in tow was cast off, and L'Espoir hauled to the wind in chace; it was soon perceived they were armed vessels, but not being so fortunate as to weather them, we exchanged broadsides with both in passing:—L'Espoir being tacked soon brought the xebec to close action, which continued for an hour and an half, when a favourable opportunity of boarding her was embraced, and after a sharp contest of about twenty minutes she surrendered, and proved to be the Africa, commanded by Josepho Subjado, in the service of the King of Spain, mounting fourteen long four pounders, and four brass four pound swivels, having on board seventy-five seamen and thirty-eight soldiers, from Algosamus bound to Malaga.—Lieut. Richardson (in whom I have much confidence) and all the officers and seamen of his Majesty's sloop I have the honour to command, behaved with the same courage they have done on former occasions. During the action the brig (which, I have since learned, mounted eighteen guns) stood in shore and anchored.

I enclose a list of the killed and wounded, and am, with respect, Sir, &c. &c.

JAMES SANDERS.

LIST OF THE KILLED AND WOUNDED.

L'Espoir—2 seamen killed, 2 ditto wounded. Africa—1 officer, 8 seamen killed, 1 captain, 2 officers, and 25 seamen wounded.

SIR, *Centaur, at Sea, Feb. 16, 1799.*

I have the honour to inform you, that in obedience to your orders I proceeded to Sallo Bay in his Majesty's ship under my command, after the Spanish frigates, and having been joined by the Cormorant alone, of the squadron under Capt. Bowen, I at length, after beating against heavy gales of wind from the 28th January till the 9th February, reached Sallo Bay, in which I found twenty-one Swedish and Danish merchantmen, but no men of war had been in sight of Sallo since the 2d of February. Having looked into Fangel Bay and Tarragona, also where Lord M. Kerr, in the Cormorant, took a Tartan, and drove another on shore, I proceeded towards Majorca, and at daylight the Cormorant took a settee laden with oil, and I chased two large xebecs and a settee, all privateers in the Royal Spanish service; one of which, La Vierga de Rosario, I captured at two o'clock, mounting fourteen brass twelve-pounders and ninety men, the other two escaped by the wind shifting at dark when within shot. The same night the Aurora joined and proceeded for Tarragona, in consequence of intelligence I received of two Spanish frigates being bound there with Swiss troops from Palma. On the 15th I fell in with the Argo and Leviathan, and the next morning stood in for Sallo Bay. Finding the frigates were not in the neighbourhood, I attacked the town of Cambrelles, and the Spaniards having quitted their guns on a tower, sent the boats in under Lieut. Grosset, of the Centaur,

who, after dismounting the guns, burnt and captured as per margin*; La Velon Maria was taken in the Offing, from Aguilas bound to Barcelona.—The Proserpine frigate, consort to the Santa Teresa, taken by the Argo, after having escaped to Palamor, has since, I am informed by Capt. Bowen, hauled close into the Bar of Barcelona. I have, &c. &c.

JOHN MARKHAM.

ADMIRALTY OFFICE, APRIL 2.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated at Spithead, the 1st inst.

SIR,

HEREWITH you will receive a copy of a letter from Captain Keats, of his Majesty's ship Boadicea, which is transmitted for their Lordships' information; and I am very much concerned for the misfortune which happened to the prize brig La Requin, by which so many valuable lives have been lost to the service of their king and country. I have the honour to be, &c.

BRIDPORT.

MY LORD, *Boadicea, at Sea, March 24.*

I have the honour to inform your Lordship, that on the 7th inst. I retook an American, from Charlestown bound to Hamburgh; on the 8th fell in with and liberated a neutral ship, from Charlestown bound to Embden, and took the privateer La Requin, a brig, pierced for 18, mounting 14 guns, with 70 men, which, when I first discovered her, was in the act of taking possession of the neutral. It is with extreme concern I add, that on the day following, in a violent gale of wind, the Requin overset, although at the time she had no canvass spread; by which misfortune Mr. W. Clay, master's mate of the Boadicea, a young man of much merit, nine valuable seamen, and one prisoner, lost their lives. I have the honour to be, &c.

R. G. KEATS.

ADMIRALTY OFFICE, APRIL 6.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated at Spithead, the 30th ult.

SIR,

HEREWITH you will receive the copy of a letter from Captain Newman, of his Majesty's ship Mermaid, dated the 24th inst, also one from Captain White, of his Majesty's sloop Sylph, dated the 21st, which I transmit for their Lordships' information. I have the honour to be, &c.

BRIDPORT.

MY LORD, *Mermaid, at Sea, March 24.*

I have the honour to inform your Lordship, I this day, after a chace of 15 hours (Sylph in company), captured the Spanish packet Golondrina, Don Juan El Busto, captain, from the Havannah bound to Corunna, out 39 days, pierced for 20 guns, but has only four on board, coppered, 200 tons burthen, and a remarkable fast sailer: she has a cargo of sugar, cocoa, and indigo.

I have the honour to be, &c.

J. N. NEWMAN.

MY LORD, *Sylph, at Sea, March 21.*

I have the honour to inform your Lordship, that Le Debut French brig (Letter of Marque) of eight guns, pierced for 16, from Bourdeaux to Cayenne, laden with different sorts of merchandize, was this day captured by the sloop under my command, 15 leagues N. W. of Cape Ortegal. I am, &c.

J. C. WHITE.

* Five settees—burnt.
Tartan, name unknown, laden with wine—taken.
Settee, name unknown, laden with hoops and staves—taken.
Settee, name unknown, laden with wine—taken.
Settee, name unknown, lading unknown—taken.
Le Velon Maria Tartan, armed, as a letter of marque, with one brass and two iron twelve pounders, and two three ditto, fourteen men, laden with wheat—taken.

MONTHLY REGISTER

OF

Naval Events.

(FROM MAY 25 TO JUNE 18.)

HISTORICAL MEMOIR.

WE are at all times happy in bearing testimony to acts of gratitude displayed by British seamen, as well as to their distinguished valour in battle, and good conduct and discipline in the calamitous hour of shipwreck. It is therefore with pleasure we announce, that the captain, officers, and ship's company of the Proserpine, shipwrecked in February last on the Scaron Sand, at the mouth of the Elbe *, retaining a grateful sense of the kindness, humanity, and attention manifested to them in such heavy distress by Mr. Lorents Wittké, after they had travelled six miles over ice in very inclement weather, and landed on the island of Newark, almost exhausted with hunger, cold, and fatigue, have lately presented to him a piece of plate in the shape of a coffee urn, with the following inscription:

> This piece of plate is presented to Lorents Wittké, of the island of Newark, as a grateful testimony of his kindness and humanity towards the Right Honourable Mr. Grenville and suite, Captain Wallis, his officers, and ship's company, after their providential escape on shore from the wreck of his Britannic Majesty's late ship Proserpine, over a field of ice more than six miles distance, on the 1st February 1799.

In the course of eight years (says M. Mallet du Pan, in his periodical view of the events of the present times) the situation, dangers, advantages, and resources of the Belligerent powers is changed. Errors now would be voluntary, faults without excuse, and wrongs without remedy. Experience has poured a flood of light on this stormy horizon; it has brought to view the course, the ends, the means, and the rocks that lie in the way. Europe may now be compared to a pilot provided with excellent nautical charts, whereas in 1792 it was a landsman launching into an unknown sea without a compass.—

——After the battle of Aboukir, it was the general opinion that Buonaparte and his adventurers would not long survive that disastrous event. Anticipation made an end of them by famine and pestilence, by the Arabs, the Mamelukes, the Russians, and the formidable armaments preparing by the Porte. The reverse is the fact: again for the hundredth time since the revolution the predictions of confidence, and even those of sagacity, had been disappointed — The Ottoman empire, adds this writer, stands like those exhausted trees whose antique majesty still strikes the eye during a calm, but whose dead and sapless boughs are broken by the first high wind.

The following Letters from Lord Nelson and Sir E. Berry, to Sir W. Anderson, the late Lord Mayor, have been entered in the City Journals.

SIR, *Vanguard, Palermo, Jan.* 31, 1799.

I have only this day received the honour of your letter, when Lord Mayor, of the 16th of October; and I beg that you will convey to the Court of Common Council my sincere gratitude for all their goodness to me, and assure them it shall be the business of my life to act in the manner most conducive to the prosperity of the City of London, on which depends that of our Country. I am truly sensible of your politeness in desiring me to say what particular devices I should wish on the sword which is to be presented to me by the City of London; but I beg to leave that to the better judgment of my fellow-citizens. Believe me when I assure you that I feel myself,

Your most faithful and obliged servant,

NELSON.

* See an account of this shipwreck, vol. i. p. 332.

SIR, *Kensington April* 23, 1799.

I have this instant had the honour of receiving your favour of the 16th October last, which, I conclude, has been travelling in quest of me since that period. Permit me, Sir, to return you, and the Court of Common Council of the City of London, my warmest thanks, and most grateful acknowledgments, for the very high compliments I am honoured with. Believe me, Sir, I esteem it as the highest mark of my country's approbation, to gain which is most gratifying; at the same time I have to assure you, that under the flag of Rear Admiral Lord Nelson I only obeyed his Lordship's commands.

I have the honour to be your very faithful and obedient servant,

E. BERRY.

By the last accounts from the Mediterranean, Lord Nelson had shifted his flag from the Vanguard to the Foudroyant.

The Grand Seignior has presented the Russian Admiral Uschakow, with a diamond aigrette, similar to the one which Lord Nelson received.

By letters from St. Petersburgh we learn, that the exportation of all red wood timber or deals is prohibited, and the proportion of white wood deals allowed to be exported is about 286 dozen to every 100 tons of iron.

COURT OF COMMON COUNCIL, MAY 23.

Mr. Chamberlain stated, that on account of the absence and subsequent death of Admiral Thompson, the freedom and gold box voted to him had not been presented.

Mr. Deputy Leekey moved, that the said freedom and box should be presented to Lady Thompson, as a memento of the esteem the citizens of London held for her husband, which was unanimously agreed to.

The report of the committee for considering in what manner the court should perpetuate the glorious victories obtained by Lords Howe, St Vincent, Duncan, and Nelson, recommending sculpture, was read, as also the first report relating to the rostral column proposed by Mr. Bacon.

Mr. Deputy Leekey observed, that unless the court came to some determination as to sculpture, or otherwise, the committee could not make a final report; and he therefore, in order to bring the matter to a conclusion, would move that sculpture be adopted.

Mr. Samuel Dixon objected to the court entering into the proposition for the present, as he trusted there would be more victories, and the whole of which might be handed down to posterity, and at a time when the state of the chamber would better admit of the expence.

June 3. A piece of plate of the value of 150 guineas was sent to Portsmouth by Messrs. Haynes and Kentish, to Thomas Western, Esq. captain of his Majesty's ship Tamer, presented to Captain Western by the merchants of Barbadoes in acknowledgment of his great activity and unremitted attention to the protection of the trade of the island when he was upon that station.

Admiral Lord Duncan arrived at Yarmouth on the 2d of June, to take the command of the North Sea fleet, and on the 4th hoisted his flag on board the Kent of 74 guns, Captain Hope.

It may be of service to professional men to be informed that Lord Bridport's fleet got stock remarkably cheap at Beerhaven in Ireland. Sheep were only 5s. each, pigs 2s. 6d. and fowls 6d. each.

The Economical Society of Batavia have offered a prize of 600 florins for the best answer to the following question:

"Are there any means altogether satisfactory and hitherto unknown, so completely to purify corrupted water, as entirely to remove its taste and smell, without the mixture of any noxious ingredient, and render it a clear, refreshing, and wholesome beverage; and what are those means?"

The Society requires the following circumstances to be attended to:

1st. That the process be not expensive, but be such as, without much consumption of fuel, can be employed at sea in ships deeply laden, and exposed to violent motion.

2dly. That it can be easily executed by the seamen.
3dly. That it must answer equally in all climates; and
4thly. That it must produce no pernicious effect in the coppers in which the seamen prepare their food.

The memoirs to be addressed to J. J. Dessout, secretary of the society at Haarlem, previous to the 28th of February 1800.

WET DOCKS.—The select committee appointed to consider evidence on the bills for the improvement of the port of London, have, after examining the three plans submitted to them, reported their opinion that the plan recommended in the petition of the merchants, traders, and wholesale dealers, of London and Southwark, "for newly constructing London Bridge, and enabling ships of 500 tons to lie between that and Blackfriar's Bridge," would be imperfect, as it could not answer the purpose of a substitute to the plan of Wet Docks. They have decided that each of the plans for establishing Wet Docks at Wapping, and in the Isle of Dogs, appeared to have peculiar advantages attending them, and that the speedy adoption of either would be a great relief and advantage to the whole trade of the port.

The contiguity of the proposed Wet Docks at Wapping to the centre of trade—their vicinity to the Custom House and the warehouses—and the saving of lighterage, have recommended this plan to their most serious attention.

The establishment of docks in the Isle of Dogs would also be productive of great benefits, as large ships would enter more immediately from sea, and avoid the circuitous and dangerous passage of the Isle of Dogs.

The result of the committee's report is, "That the Wapping plan affords the greatest convenience to small ships, but that the Isle of Dogs answers best for large ships, and particularly those employed in the West and East India trades."

They therefore recommend both establishments, as by no means incompatible with each other; but are of opinion, that the adoption of the plan of the Isle of Dogs should immediately take place.

State of the ships of the Spanish squadron which sailed from Cadiz the 12th of May 1799, under the command of his excellency M. General Massaredo.

	Guns		*Guns*
La Conception	112	L'Asie	74
Le Prince	112	Saint Jean	74
Sainte Anne	112	L'Orient	74
Le Mexiquain	112	Souverain	74
Le Comte de Regle	112	Bahama	74
Le Neptune	84	Saint Telme	74
Le Conquerant	74	Sainte Paule	74
Le Pelago	74	Saint Joachim	74
Saint Paul	74		
	FRIGATES.		
La Perle	36	Atoche	40
Le Carme	36	Matilda	36
	BRIGANTINES.		
Le Vif	16	La Decouverte	14
Le Vigilant	14		

THE MEDITERRANEAN FLEET.

The following is a correct list of the British ships under the orders of Earl St. Vincent at this moment in the Mediterranean—a naval force the most formidable this or any other nation ever possessed in any quarter of the globe.

Ships.	*Guns.*	*Commanders.*
Ville de Paris	118	Earl St. Vincent First Captain, G. Grey Second Captain, W. Bathurst
Prince	112	Rear Adm. Sir C. Cotton Captain ——
Royal Sovereign	110	Adm. Sir Alan Gardner Captain W. Bedford

Ships.	*Guns.*	*Commanders.*
Queen Charlotte	110	Rear Admiral Whitshed Captain J. Irwin
Princess Royal	98	Rear Admiral Frederick Captain J. W. T. Dixon
Prince George	98	Vice Adm. Sir Wm. Parker Captain J. Bingham
Barfleur	98	Vice Admiral Lord Keith Captain J. Elphinston
London	98	Purvis
Namur	98	W. Luke
Neptune	98	J. Vashon
Glory	98	T. Wells
St. George	98	S. Edwards
Formidable	98	E. Thornborough
Foudroyant	84	Rear Admiral Lord Nelson Captain ——
Cæsar	84	Sir James Saumarez
Gibraltar	84	W. H. Kelly
Le Pompée	80	C. Stirling
Le Tigre	80	Sir Sydney Smith
L'Impeteux	78	Sir Edward Pellew
Leviathan	74	Rear Admiral Duckworth Captain H. Digby
Triumph	74	T. Seccombe
Dragon	74	G. Campbell
Magnificent	74	E. Bowater
Canada	74	Hon. M. De Courcy
Terrible	74	Jonathan Faulknor
Russell	74	H. Sawyer
Superb	74	J. Sutton
Defiance	74	T. R. Shivers
Bellona	74	Sir T. B. Thompson
Captain	74	Sir Richard Strachan
Defence	74	Lord H. Paulet
Edgar	74	J. M'Dougall
Hector	74	R. Campbell
Marlborough	74	T. Sotheby
Montague	74	J. Knight
Northumberland	74	G. Martin
Warrior	74	H. Savage
Powerful	74	Obrian Drury
Vanguard	74	T. M. Hardy
Majestic	74	R. Cuthbert
Zealous	74	S. Hood
Theseus	74	R. W. Miller
Alexander	74	A. J. Ball
Swiftsure	74	B. Hallowell
Audacious	74	D. Gould
Minotaur	74	T. Louis
Bellerophon	74	H. D. Darby
Centaur	74	Markham
Goliath	74	T. Foley
Culloden	74	T. Trowbridge
Repulse	64	J. Alms
Lion	64	M. Dixon

Amounting in the whole to 52 sail of the line; to which add

5 Portuguese line of battle ships
5 Russian ditto
4 Turkish ditto
2 Neapolitan line of battle ships
3 Russian ditto, sailed from Portsmouth on Thursday last

Grand total—71

PLYMOUTH REPORT,

FROM MAY 21 TO JUNE 21.

May 22. WIND S. W. Cloudy. Letters from Lisbon, dated the 4th inst. state, they were in no apprehension of the French fleet at that period, nor had they been seen off the coast; nor were they at that period arrived off Vigo Bay or off Cadiz.—Letters of the 10th ult. from Captain N. Tomlinson, owner of the Lord Hawke letter of marque, Captain Pendoch Neale, 14 guns and fifty men, state, that she was captured by a large brig privateer, of 18 guns and 184 men, after an action of thirty-five minutes. The Lord Hawke had one man killed and seven wounded, and was carried into Passage, Spain.

23. Wind S. W. Showery, but mild. Arrived from sea, the Spitfire, 20 guns, Captain Seymour. She chaced and brought to on Monday last, an armed ship from St. Domingo, with sundries, prize to the Arethusa, 36 guns, Captain Woolley. She was one of seven sail, all armed, and lay to to engage the Arethusa; but on her nearing them in a spirited style, they all bore away: it is hoped she will capture some of the rest. The Arethusa spoke Rear Admiral Whitshed off Cape Finisterre last Friday all well, with the squadron under his command, five sail of the line and two frigates, at which period he had seen nothing of the French fleet.

25. Wind S. W. Rain. Letters from Falmouth state the arrival there of the Prince of Wales packet from Lisbon in only nine days. The account she brings is, that Mr. Walpole, our minister, had received an overland express from Captain Peard, of the Success frigate, in Lagos Bay, dated the 7th instant, saying, that on the 1st of May he fell in with the French fleet, nineteen sail of the line, and eleven frigates, 35 leagues W. of Oporto, steering S. W. and by S. and that he meant to proceed to inform Earl St. Vincent of the circumstance. His Lordship had with himself and Lord Keith off Cadiz, at Gibraltar, and the coast of Barbary, seventeen sail of the line.

26. Wind S. W. Rain. Arrived from Villa Nova, the Providentia, Post, with sundries, and the Spitfire sloop of war, from a cruise.

27. Wind N. W. Fair. Sailed with dispatches for Earl St. Vincent, the William Pitt cutter; and the Fishguard, 48 guns, Captain Martin, with a convoy for Cork. Arrived the Spes Fortune, Lindholme, from Dram; Sly lugger, with the Adventure, from Guernsey; and Suffisante, 16 guns, Captain Whitman, from a cruise.

28. Wind E. S. E. Fair. Sent in by the Danae, 24 guns, Lord Proby, the Two Brothers, from Christian Sound, bound for St. Maloes, supposed to be French property.—Dispatches were received from Lord Bridport, dated the 24th inst. which state, that he was cruising with twenty-six sail of the line and several frigates off Cape Clear.

29. Wind E. N. E. Fair. This being the anniversary of the restoration of royalty to these kingdoms it was observed with every mark of attachment to his Majesty's person and government. At one o'clock at noon, all the men of war, and the guns of the citadel, fired a royal salute. Went down into the Sound, the Amelia, 44 guns, Hon. Captain C. Herbert. Arrived with a convoy from Portsmouth, the Hebe, 36 guns, Captain Birchall.

30. Wind E. S. E. Fair and mild. Arrived the John Carter, Singleton, from Morlaix. By her we hear of the return of two line of battle ships dismasted at Brest from the French fleet; but one was refitted and had sailed again. He brought over two Irish masters of vessels who had boarded Le Romaine French frigate in Killala Bay by mistake. Every inducement and threat had been offered those men to enter into the French service, but in vain, and they were at length sent home.

31. Wind variable. Fair. Arrived from the Downs, the Seaflower cutter, and from a cruise the Valiant lugger and Havick sloop of war.

June 1. Wind variable. Fair. Last night 12 French prisoners escaped from the St. Ysidro French prison ship in Hamoaze, and swam to Tarpoint side. The centinels on the gangway being alarmed, fired, and killed one officer, whose body floated to the Devon side of the Tamer. Mr. Whitford held an inquisition on the body; verdict, accidental death.

2. Wind W. S. W. Showery. Arrived the Spider schooner from sea. An officer set off for town with dispatches. It is rumoured, that the French fleet are gone up the Straits, and that Earl St. Vincent and Lord Keith were preparing to follow them. Letters from Lord Bridport's fleet mention, that he had detached seventeen sail of the line and four frigates, under Sir A. Gardner and Rear Admiral Collingwood.

3. Wind W. S. W. Showery. Letters received from Lord Keith's fleet state, that his Lordship lay to for the French fleet with fourteen sail of the line off Cadiz, the French to windward; but the French Admiral, though so superior, shewed no disposition to bear down and engage. A gale of wind came on which parted the two fleets, and the French were driven through the Straits of Gibraltar.

4. Wind N. N. E. Fair, but blows. Sailed with close orders, to be opened in a certain latitude, the Urania, 44 guns, Captain Towry, Fiorenzo, 40, Captain C. Reynolds, and Unicorn, 36, Captain Wilkinson.

5. Wind variable. Fair. Sailed with a convoy for the Downs, the Hebe frigate, Captain Birchall. Arrived from Cork, the Fishguard frigate, Captain T. B. Martin. Also from the Downs, the Spy sloop of war, Captain Grosvenor.

6. Wind S. W. Cloudy. Arrived in a neutral, from Bourdeaux, Mr. Wright, late surgeon of the Lord Hawke privateer. He made his escape the 17th ult. as an American. With other prisoners he was marched from Passage, in Spain, to Bayonne, and from thence to Bourdeaux; was confined in prison, and paid fifteen sous for his lodging; and allowed to walk in the court yard one hour in the day. La Victoire, which took the Lord Hawke, was manned chiefly with Irish, English, and Spanish seamen.

7. Wind S. W. Cloudy. Arrived the Kangaroo, 18 guns, Captain Brace, from Lord Bridport. She brings an account of sixteen sail of the line, and four frigates, being dispatched to reinforce Earl St. Vincent. Mr. Whitford, coroner, took an inquest on the body of a porter at Dock, who shot himself so dreadfully in the head that he expired instantly; verdict, lunacy. Arrived the Penguin sloop of war from Cork.

8. Wind S W. Cloudy. Arrived the John and Sarah, Way, cartel from Morlaix. Also the Venus French privateer, of 14 guns and 100 men, prize to the Indefatigable, Captain Curzon. She had taken the Clarime, Edwards, from Lisbon to a port (formerly of this place), and four neutral vessels. Sailed on a cruise the Havick and Spitfire sloops of war. Sailed the Penguin sloop of war for Cork.—Correct list of the ships detached from Lord Bridport for the Straits: Royal Sovereign 110 guns, Neptune 98, Glory 98, Saint George 98, Formidable 98, Prince 98, Impetueux 98, Pompée 84, Cæsar 84, Triumph 74, Dragon 74, Magnificent 74, Canada 74, Terrible 74, Russel 74, Superb 74, and four frigates. Lord Bridport remains cruising with ten sail of the line and several frigates.

9. Wind E. Fair. Sailed on a cruise the Fishguard, 48 guns, Captain T. B. Martin, and the Spider schooner with a convoy for the Downs. By the latest accounts received from Brest it appears, that there are four sail of the line and four frigates ready for sea in the inner and outer road, to co-operate with the Ferral squadron, consisting of one ship of 110 guns, two of 84, and two of 74, gone into Rochefort in damage.

10. Wind E. Fair. Two Admiralty messengers passed through with dispatches for Vice Admiral Sir T. Paisley. Arrived from Lord Bridport's fleet the Lady Jane cutter.

11. Wind E. Fair. Orders came down for all cutters to repair to Portsmouth, to put in force the embargo laid on the outward-bound fleets. The

Windsor Castle, 98 guns, and the San Joseph 110, are ordered to be fitted for commission.

12. Wind S. W. Fair. Passed up a large convoy, but was too far in the Offing to make them out.

13. Wind S. W. This evening arrived from off Brest the Royal George, 110 guns, Admiral Lord Bridport, Achille 74, Agincourt 64, Clyde 38, Stag 38, and Phaeton 38. The Achille, 74 guns, has lost a jury, bowsprit, and foretop mast, having been run foul of by the Cæsar, 84 guns, and received much damage: one of the crew was killed Rear Admiral Berkeley was left off the Isle of Aix blocking up the Ferrol squadron in Rochefort.

14. Wind N. W. Fair. Arrived the Anson, 44 guns, Captain Durham. Also from Gibraltar, with dispatches for Government Also the Childers sloop of war with the original dispatches from Lord Keith respecting the passing of the French and Spanish fleets Arrived the Saint Antonio French brig, prize to the Unicorn frigate. Sailed for Cork, the Tartar cutter, with a convoy for that port.

15. Wind N. E. Fair. By the accounts received from Lord Keith it appears, that in the evening of the 17th ult during the interval of Lord Keith's being blown off his station, the Spanish fleet got out of Cadiz, and pushed through the Gut of Gibraltar.

16. Wind N. E. Fair. Came in the Danae, 24 guns, Lord Proby. She landed an officer at the Pier Head, and then stood out to sea

17. Wind N. N. E. Fair. The following is a correct account of the movements of the different squadrons of the enemy and the British fleet, as minuted at Gibraltar:

May 5. Nineteen sail of French men of war passed through the Straits of Gibraltar.

11. Sixteen sail of British men of war, with Earl St. Vincent's, passed the Gut.

13. The Cormorant, 24 guns, Lord Mark Kerr, fell in with the above British fleet eight leagues off Cape de Gât with a fine breeze at west.

17. Seventeen sail of Spanish men of war passed the Gut.

19. Five British men of war under Rear Admiral Whitshed, passed the Gut.

21. The Phœnix frigates, Captain Halsted, passed the Gut to join Rear Admiral Whitshed.

June 4, *Nine P. M. off Cape Finesterre.* The Cormorant coming home with dispatches spoke Vice Admiral Gardner with seventeen sail of the line and four frigates. He left Cape Clear the 1st inst. to cruise off Cape Finesterre; but on the information given by Lord Mark Kerr immediately pushed for the Straits.

18. Wind N. E. Fair. Mr. Whitford, coroner, took an inquest on the body of a seaman of the Saturn, 74 guns, Captain Totty, fitting for sea in Cawsand Bay, who fell from the larboard arm of the main-top-gallant-yard. He pitched on the bayonet of the marine centinel on the gangway which pierced through his eye and head. He languished about six hours, with both thighs broke, and then expired. He is much lamented by Captain Totty and the ship's company as an excellent seaman. Arrived the Atlas, 98 guns. Arrived the Spitfire, 20 guns, from a cruise.

19. Wind N. E. Fair. Remain in Cawsand Bay, the Royal George, 110 guns, Admiral Lord Bridport, the Atlas 98, Achille 74, Saturn 74, and Agincourt 64.——In the Sound, the Magnanime 44, Anson 44, Melpemone 44, Fishguard 48, Amelia 44, Clyde 38, Stag 38, Phaeton 38, Spitfire 20, L'Espoir 16, Childers 16, Stag cutter.

20. Wind E. N. E. Fair. Orders are just arrived for the Saturn, 74 guns, Captain Totty, and two frigates, to sail this day on a cruise.

21. This morning sailed on a cruise off Brest, the Saturn, 74 guns, Captain Totty, Amelia 44, Hon. Captain Herbert, Magnanime 44, Captain Turton, Telegraph and Spy sloops of war, a lugger, and a cutter.

APPOINTMENTS.

Captain Oughton, of the Hecla bomb, is appointed to the command of the Sphynx sloop, in the room of Lord Augustus Fitzroy.

Mr. John Odell, made lieutenant the 21st of May 1799.

Mr. Henry Kennett, made lieutenant the 19th of June 1799.

Captain James Wallis, late of the Proserpine, appointed to La Decade frigate, now fitting at Plymouth, the 13th of June 1799.

PRESENTATIONS.

May 29. Admiral Thomas on his promotion, and Captain Lambert, by the Marquis of Bute.

MARRIAGES.

At Fowly Church, near Southampton, Lieut. Col. Driffield, of his Majesty's marine forces, to Miss Anne Caroline Bligh, second daughter of Vice-Admiral Bligh.

June 3. Henry Blackwood, Esq. captain in the royal navy, to Miss Eliza Waghorn, daughter of the late Captain Martin Waghorn.

4. At Mary-le-bone Church, Captain Matthew Henry Scott, of the royal navy, to Miss Pinnock, eldest daughter of James Pinnock, Esq. of Westbury House, Hants.

OBITUARY,

WITH ADDITIONS TO OUR PRECEDING ONES.

LIEUT. HILL, of the royal navy, being on his passage from Sheerness to London, towards the end of April, in the Rose in June vessel, fell overboard, and was drowned.

Extract of a Letter from Barbadoes, March 23.

"We received on the 21st, by a letter from Demarara, the melancholy information of the death of Sir C. Lindsay, Bart. commander of the Daphne frigate. He had dined on shore, and, though the night was dark and windy, could not be dissuaded from going off to his vessel in a small boat, and the Daphne at least ten miles out. The consequence was, the boat filled, and the service lost a very fine young officer. Two of the men were washed on shore alive, one of whom died soon after: the body of Sir Charles was also washed on shore."

Jan. 24. At Port Royal, Jamaica, aged 24, John Watts, first lieutenant of marines on board his Majesty's ship Brunswick, and son of Mr. John Watts, of Ledbury, in the county of Hereford, who, by permission of his father, engaged in his country's service; when, owing to his great exertions, he fell a victim to the climate. Every military honour was paid him at his funeral, under the direction of Major Steeling, an officer of high rank in the artillery. A great number of his brother officers attended him to the grave, sincerely lamenting his premature end.

At Sheerness, Mr. James Fuller, chief clerk in the master shipwright's office of that dock-yard.

Lately, at Chronstadt, in the 80th year of his age, Admiral Wrangel, the first naval officer in the Swedish service.

Lately, John Ross, Esq. of the Navy Pay Office.

May 11. In College-street, Bristol, Captain Mac Taggart, of the royal navy, and nephew of J. Mac Taggart, Esq. in College green. To this officer did the

brave Duncan consign the arduous task of bringing in the Vreyheid, Admiral De Winter's ship, after the victory over the Dutch fleet off Camperdown; and to the great fatigue of this undertaking, with only a handful of men, is to be attributed an illness which has at length deprived his country of a brave officer.

Lately, at Exeter, of a broken heart, the father of the late mutineer Parker.

12. On board his Majesty's ship Phœbe, at sea, the Honourable Charles Carleton, third son of Lord Dorchester. A fall from the rigging was the cause of his death.

Lieutenant Clarke, late of the Argus frigate, arrived at Plymouth in the last cartel from France. His sudden appearance at his father's house, at Cawsand, so affected his mother, an aged Lady of 75, that she expired from excessive joy, after a few hours illness.

Letters from Stockholm mention the death of Admiral Christiernin, one of the ablest of the Swedish officers, in the prime of life.

June 4. A few days since was thrown up the body of a Lieutenant in his Majesty's Navy, at Crow's Stone, in Essex: the shirt and stockings of the deceased were marked *J. Hill*. The coroner's jury sat on the body, but no evidence appeared to the jurors how the deceased came by his death.

At Gibraltar, Lieutenant Browne, commander of his Majesty's vessel the Urchin.

The 21st ult. at Wareham, Dorsetshire, aged fourscore years, Robert Curruthers, Esq. an eminent and very old superannuated surgeon of the royal navy. He sailed with the late ever-memorable Admirals Hawke and Boscawen, and with the present Lord Hood, in the old Thunderer, of 74 guns.

The 8th inst. Joah Bates, Esq. of John-street, King's Road, one of the Commissioners of his Majesty's customs, and a director of Greenwich Hospital.

Lately, Mr. F. Hunter, of the Navy Pay Office.

Commissioner Charles Proby, whose death was mentioned in our Fifth Number, had attained the age of 74, on the 22d of March, and had been resident at Chatham between thirty and forty years. Besides other charitable donations, he allowed 50l. per annum to the Poor of Chatham. He was a midshipman on board Commodore Anson's ship, on his voyage in the Southern Ocean, and was the person who, at the mast head, first saw the rich prize, taken afterwards by the Centurion. On the 17th of November 1746, he was promoted captain of the Lyme; and in the month of August 1756 was appointed to the Syren frigate, and, before the end of that year, to the Medway of 60 guns. In 1757, he was one of the commanders under Sir E. Hawke in the expedition against Rochfort. In 1760, he commanded the Thunderer, 74 guns. On reconnoitring the harbour of Cadiz in July 1761, finding the enemy had put to sea, he pursued them, and coming up with the Achilles on the 17th, captured her, after a severe and gallant action, in which himself, his second and third lieutenants, were wounded. Captain Proby had seventeen men killed, and one hundred and thirteen wounded, of which many afterwards died. In 1766, he was appointed to the Yarmouth, a guardship at Chatham: and in 1769, he succeeded Commodore Spry in the Mediterranean, as commander in chief, with his broad pendant on board the Pembroke, 60 guns. In 1771, he was made comptroller of the victualling accounts, and before the year elapsed was appointed commissioner at Chatham.—The family of Proby came originally from Wales, and were named Ap Probyn: they also continued for a considerable time in the county of Huntingdon. Charles, the third son of Sir Peter Proby, Knt. who was lord mayor in 1622, was the great grandfather of Commissioner Proby, and Lord Carysfort. Commissioner Proby married Sarah, the daughter of ——— Pownall, Esq by whom he had two sons, and, we believe, one daughter. His sons were both of St. John's College, Cambridge; neither followed their father's profession.

Additional Account of Captain J. PEERS.
(*Vide* Nav. Chron. *Vol.* I. *p.* 261.)

He took charge as pilot of his Majesty's ship the Richmond, and carried her to New York, where Lord Howe took him on board his own ship the Eagle, and in May 1777 appointed him master of the Mermaid, Captain Hawker, which ship was run on shore in July 1778, by Count D'Estaign's fleet, and the officers and crews made prisoners. October following he was changed and sent to New York, where he went a volunteer on an expedition up the North River, in his Majesty's galley Huzzar, under the direction of Captain Hyde Parker. November 2. 1778, Admiral Gambier gave him a lieutenant's commission and the command of the Crane galley, stationed up Hudson's river; and, when Sir Henry Clinton made the attack at West Point, he covered the landing. In July 1780, Admiral Arbuthnot appointed him to the command of the Argo brig, of 16 guns, which he held to July 1783 when Admiral Digby was pleased to appoint him agent for transports, in which capacity he arrived in England March 1784, after an absence of ten years. While in America he also received a severe wound in his head, and nearly lost the use of two fingers of his remaining hand, having been frost bitten. During his stay in America he was chiefly kept up the river on advanced posts; and in that time a person who had acted as an agent absconded, and he lost all his property; and what little he had realised and sent to England shared the same fate, as his friend, to whose care he committed it, died insolvent. His friends, who expected he would have been promoted to the rank of commander, saw with pain his services neglected till 1794, when the Honourable Board of Admiralty (at which Earl Chatham presided) gave him a pension. This war he has had the command of a small cutter, and was with Lord Bridport in the action of the 23d of June 1795. December following, he sailed with Admiral Christian for the West Indies, and was one of the many obliged to put back, after beating about twenty three days; and, as he had not half his complement of men, was obliged to be constantly on deck, and was twenty-two nights without taking off his clothes. April 10, 1797, he sailed for the West Indies with Admiralty dispatches, and the mails for the different islands, and arrived at Barbadoes in thirty days. June 30 following, in company with the Tartar, Captain Elphinstone, he cut out a fleet of ships at Port au Plate, under the fire of two forts, which they soon silenced: soon after that he was seized with the country fever, and was obliged to return to England, where he had the pleasure to find that Earl Spencer had promoted him to the rank of commander. Though his health remained in a precarious state, as the fever lurked in his constitution, yet he constantly solicited the Admiralty for employ, and to his last hour expected it with pleasure; he thought it wrong for any officer to hold a commmission without offering his services, if capable. The effects of the fever made such havoc in his health as to hasten his dissolution; and, November 11, 1798, put a period to his life. He has left a widow, and an unfortunate brother, to deplore his loss. It may be added, that in the early stages of his life, on his return to port, he constantly placed himself at school to improve in arithmetic and navigation; and what further his contracted finances could spare, he employed to assist his sister, who had unhappily been placed with a nurse, whose savage husband threw her down stairs, by which means her back was broken, and she became a cripple. When in America, he met with an orphan child, daughter to an English soldier in rags, poverty, and distress; he took her under his protection, and supported her during the remainder of his stay in that country, and brought her with him to England, after that, by the assistance of the humane, he got her into the Asylum, being then about nine years of age: he also took a black boy, who craved his assistance at New York, being almost starving: on his passage to England, he was offered forty guineas if he would part with him, which he refused to do, but brought him to this happy island to give him his liberty. In 1792 he lent near all his property upon bad security, and at present there are no hopes of recovering it.

BIOGRAPHICAL MEMOIR OF

THE LATE

CAPTAIN RICHARD BUCKOLL.

What though no sculptur'd pile your name displays
Like those who perish in their country's cause!
What though no epic Muse in living lays
Records your dreadful daring with applause;

Yet shall Remembrance from oblivion's veil
Relieve your scene, and sigh with grief sincere,
And soft compassion, at your tragic tale,
In silent tribute pay her kindred tear. FALCONER.

BIOGRAPHY would lose a very considerable portion of its interest, if alone confined to record the prowess of men of distinguished rank; if, like the minstrels of old, it merely followed the train of the rich and powerful, and only called forth its energies to celebrate the hero that was successful, or the monarch that was renowned.

In the continuance of our memoirs it is therefore necessary occasionally to vary their course, that the reader, who may have been gratified in tracing the progress of naval officers arrived at the highest rank in the Profession, may also be duly sensible of the various dangers by which others, of equal merit, have been early arrested in their career of glory; or worn out with age, and long service unrewarded, have passed unheeded by, unable to surmount those obstacles which too much abound in all professions, to the detriment of unassuming merit, and zeal that has no patron.

The subject of our present memoir, Mr. Richard Buckoll, was of the former class. He received his education at Guilford, in the county of Surry, where he was born on the 23d of June 1771. His early patron, Admiral Sir Francis Geary, being much struck with the open character and daring spirit of the boy, recommended to his friends to send him without loss of time to Mr. Bettesworth's academy at Chelsea, that he might prepare himself for the naval profession. Mr. Buckoll was accordingly sent thither; and

after making a most rapid progress through every branch of nautical science, in the month of February (1787) he joined the Adventure frigate, 44 guns, Captain Parry, bound for the coast of Africa.

There are few officers who have made five voyages to the coast of Africa during the period of their continuing midshipmen:—Mr. Buckoll by this means acquired considerable experience. The Adventure having returned to England in the month of June (1788), sailed again for the same station in the Autumn following. The health of Captain Parry being too precarious to allow him to undertake the voyage, the command of the Adventure devolved on Captain Inglefield, who came back in August (1789). This officer afterwards made three successive voyages to the coast of Guinea* in the Medusa, 50 guns, during the whole of which, as on the first, Mr. Buckoll accompanied him as midshipman.

On his return to England Mr. Buckoll received fresh assurances of patronage from Sir Francis Geary; whose friendship was as steady as those principles which gave such a lustre to his character. In September (1791) the Medusa sailed again for Africa: being so continually exposed to the dangers of this unhealthy coast made no impression on the spirit of our young officer, though numbers daily fell around him; and he began to flatter himself that he was at length seasoned against all the contagion of the climate.

After leaving this station at the usual period, the crew of the Medusa experienced, during their passage, considerable hardships: their whole allowance per day consisted of three quarters of a pound of biscuit, in so damaged a state as to be scarcely eatable. On reaching the island of

* On the Guinea coast, the English trade to James Fort, and other settlements near and up the river Gambia; where they exchange their woollen and linen manufactures, their hardware, and spirituous liquors, for the persons of the natives By the treaty of peace in 1783, the river of Senegal, with its dependencies, was given up to France. Gold and ivory, next to the slave trade, form the principal branches of African commerce. These are carried on from the same coast, where the Dutch and French, as well as English, have their settlements for this purpose.

Ascension *, they caught great numbers of turtle; but even these, from being eat without moderation, added to the great scarcity of biscuit, had nearly proved fatal to many of them. Captain B. Hallowell, of the Scorpion, 16 guns, was left dangerously ill at Antigua, and the master of the Medusa died. Captain Inglefield immediately made Mr. Buckoll signal officer; a situation which prevented him from being so continually exposed to the night dews:—with the exception of a very few days, he had not now been on shore for upwards of five years, during which he experienced a variety of arduous duty, without once receiving the smallest reprimand from his superiors; nor did this fail of affording him a considerable comfort and support, as may be gathered from the following conclusion to one of his letters, that was written at this time: "Exclusive of the very short period I was under Captain Parry, my whole time has been served

* Ascension Island lies on the coast of Africa, in W. longitude 17. 20. S. lat. 7. 5. It was first discovered, as Mr. Forster informs us, in the year 1501, by Joaõ de Nova Galego, a Portuguese navigator, who named it *Ilha, de Nossa Senhora de Conceicao.* The same admiral on his return to Portugal, in 1502, discovered the island of St. Helena. Ascension was seen a second time by Alfonso d'Albuquerque, on his voyage to India in 1503, and then received the name it now bears; but was at that time in the same desolate, and barren state, in which it has since continued. The dreariness of this island surpasses all the horrors of Easter Island, and Tierro del Fuego, even without the assistance of snow. It consists of a ruinous heap of rocks, many of which seem to be totally changed by the fire of a volcano. Nearly in the centre of the island rises a broad white mountain of great height, which from some verdure that appeared upon it, has obtained the name of Green Mountain. Those parts of the lava which surround it, are covered with a prodigious quantity of purslain, and a new kind of fern, *Lonchites Adcensionis*, which supplies food to several flocks of wild goats. This mountain is divided in its extremities by various clefts into several bodies; the whole appears to consist of a gritty tophaceous lime stone, which has never been attacked by the volcano, but probably existed prior to its eruption; its sides are covered with a kind of grass peculiar to the island, which Linnæus has named *Aristida Adscensionis.* There is a spring of water on one part of this mountain, which falls down a great precipice, and is afterwards absorbed in the sand. Mr. Forster was persuaded that with a little trouble Ascension might shortly be made habitable. The introduction of furze, *Ulex Europæus*, and a few other plants, that thrive best in a parched soil, would, he thinks, soon have the same effect as at St. Helena, and be the means of forming a stratum of mould. This island has a safe harbour, at which the East India ships often touch, to furnish themselves with turtles, which are here plentiful and large. Ascension lies about 600 miles N. W. of St. Helena.

under the same Commander, and, thank God! I have never once experienced disgrace!"

The Medusa, in coming up Channel, September 1792, passed the frigate in which his Majesty was making a marine excursion, during his residence at Weymouth. Having saluted the standard, the Medusa followed into Weymouth Road, and the following morning Captain Inglefield, and Mr. Buckoll, then officer of the boat, were honoured with a long conference by his Majesty on the Esplanade.

When the Medusa came round to Chatham, she was ordered to be laid up in ordinary. Captain Inglefield, being thus out of employ, was doubly anxious to serve Mr. Buckoll, whose interest he had always warmly patronised, and of whose merit he had long been sensible. Nothing better offering at the time, he sent him on board the Childers brig, then under orders to act against the French gun-boats: fearful, however, that this might not turn out sufficiently to his advantage, Captain Inglefield soon procured his appointment to the Alfred, 74 guns; and prompted by the same friendly zeal, without loss of time wrote to a person of high rank in his behalf, expressing himself in the warmest terms respecting the conduct, and professional skill, of our young officer. On the 7th of February (1793) Mr. Buckoll passed the regular ordeal of examination, previous to his attaining the rank of lieutenant. Captain Inglefield, being soon afterwards appointed to L'Aigle*, 38 guns, again received Mr. Buckoll on board his own ship. By the 23d of March, L'Aigle was under sailing orders at Sheerness; and narrowly escaped being lost in an heavy gale of wind off Land Fort. She by no means proved what the seamen term a lucky ship, but soon afterwards missed the famous St. Jago register ship, then a prize to the Dumourier French privateer, by the distance of merely a few leagues: being then in company with only one frigate, the St. Jago would have proved a most valuable capture; the fear of falling in with

* This ship was afterwards lost on the coast of Barbary, crew saved, when commanded by Captain C. Tyler, 1798.

the enemy's fleet, induced them to steer in a different direction. To increase their chagrin, they were afterwards detained for more than two months at Smyrna, before they could procure a convoy to England.

About the commencement of the year (1794) Mr. Buckoll was appointed by Lord Hood to the Victory: during the time that the combined forces remained at Toulon, this officer particularly distinguished himself, and shewed an active, and daring, spirit whilst executing the various service of peril that fell to his lot during this memorable period. When the French, more by intrigue than by any skilful manœuvre, had regained possession of that place, Mr. Buckoll was so unfortunate as to lose the whole of his clothes, and every thing of value which he possessed. In the subsequent gallant achievements of Lord Hood, this young officer had his share of glory, and of praise; acting with his usual intrepidity at the siege of Bastia, and during the whole of the operations which were carried on by the British admiral in subduing the island of Corsica. In the month of January (1795) Mr. Buckoll was made by Lord Hood lieutenant of the St. Fiorenzo frigate.

This ship being soon ordered home, he was appointed first lieutenant of the Dido frigate, Captain George Henry Towry; nor was Mr. Buckoll long without enjoying that opportunity of distinguishing himself for which he had anxiously panted. In recording the particulars of the spirited action, between the English frigates Dido and Lowestoffe, and the French frigates La Minerve, 42, and L'Artemise *, 36 guns, we shall first give our readers the following letter from an officer on board the Lowestoffe, written with all the plain phrase of a British Tar:—"After having cruised off this port (Mahon) a tedious time, in expectation of our reinforcement from England, Admiral Mann and squadron at length joined us. A few days afterwards the Dido, and Lowestoffe, were sent to look into Toulon, and on their passage thither fell in with two French frigates; the Dido, a

* This frigate was burnt in the action off the Nile.

little eight-and-twenty, of nine pounders, the Lowestoffe, a two-and-thirty of twelve pounders, had to contend with the superior force of La Minerve, a two-and-forty, whose guns were eighteen pounders, those of the other Frenchmen were twelve pounders, each having on board 350 men; the Dido had 200, the Lowestoffe 220. Can you credit our having gained a complete victory, with such odds against us; and further, that the Lowestoffe had not a man hurt! The little Dido had six men killed, and twenty-one wounded. She was the commodore, and led on first. The French commodore run aboard of her, in consequence of which the Dido's mizen mast was carried away, and in this close intercourse it was that the chief part of the men above mentioned were killed and wounded. Up comes Lowestoffe! raked her—Dido at her on the lee bow. Away goes Minerve's foremast, bowsprit, main-top-mast, and mizen mast. The other fellow, a most abominable coward, after fighting a little sheered off, and the Lowestoffe made after him; owing to superior sailing she unfortunately got away, and fled though possessing a considerable superiority. In the mean time Dido hauled off to repair damages: she made our signal to return; so Lowestoffe tacked and stood towards Minerve; when we favoured her so plentifully with our shot as caused the National Flag to be struck:—what three hearty cheers we gave!"

Captain Towry's letter to Admiral Hotham is dated Port Mahon, June 27, 1795.

"I this day dispatched the Fox cutter to communicate to you, that in the execution of your instructions of the 21st instant, with his Majesty's ship Lowestoffe under my orders, being at day light of the 24th in latitude 41 deg. 8 min. and longitude 5 deg. 30 min. E. we discovered and chased two French frigates; after some manœuvring they stood towards us, and at a quarter before nine, A. M. the Dido, leading down, commenced a close action with the headmost of the enemy's ships, which, falling twice on board, was at an early period much disabled from the loss of her bowsprit, foremast, and main-top mast; our mizen-mast being shot away, fore

and main top sails perfectly useless, we no longer kept to, at which time the Lowestoffe opened a well directed fire; the enemy's second frigate then passing, and exchanging the opposite broadsides, his Majesty's ships were kept on the same tack till she went about, when fearing she might stand to the assistance of the dismasted ship, the Lowestoffe was sent in chace: the French frigate escaped by superior sailing, leaving her friend to be raked in a very judicious manner, on the return of the Lowestoffe, to whose fire she surrendered about noon. The Dido having cleared the wreck of the mizen mast, and bent new topsails, joined in securing the prize, La Minerve, a new ship of 42 guns, eighteen pounders, on the main deck, and 330 men, a remarkable fast sailer. Her companion we learnt to be L'Artemise, of 30 guns *.

" Having given a detail of the action, it becomes as much my duty, as it is my inclination, to acknowledge the very able support of his Majesty's ship Lowestoffe, and to testify, that by Captain Middleton's good conduct, the business of the day was, in a great measure, brought to a fortunate issue. I must at the same time pay the just tribute of my warmest gratitude to the officers and ship's company I have the honour to command; and it is with deep regret I add, that Lieutenant Buckoll (first of the Dido), a most active officer, is among the wounded, I fear severely, though he never quitted the deck; Mr. Douglas, the boatswain, a deserving man, is killed. Captain Middleton's report of the conduct of the officers, and people, of the Lowestoffe, is also highly flattering.

" I have the honour to inclose a list of the killed and wounded †. Having received information from the pri-

* This appears to have been an incorrect statement; probably from the enemy's wishing to lower the force of the frigate that fled.

† List of the killed and wounded on board his Majesty's ships Dido and Lowestoffe:

DIDO.

Mr. Cuthbert Douglas, boatswain, and five seamen killed.

Mr. Richard Buckoll, first lieutenant; Richard Willan, clerk; John Henley, quarter-master; James Gregory, boatswain's mate; and 11 seamen, wounded.

LOWESTOFFE.

Three seamen wounded.

soners that the French fleet were actually at sea, the state of the ships obliged me to run for this port (Mahon), where I propose fitting jury-masts in the prize, and proceeding to Ajaccio. Circumstances are, I hope, sufficiently strong to plead my excuse for not fully executing your former orders. I remain with respect,

" Yours, &c.

" G. H. TOWRY.

" P. S. We cannot exactly estimate the loss in the French ship, but imagine it to be about 20. L'Artemise was also much hulled."

Admiral Hotham, in his letter to the Admiralty, adds :— " the capture of La Minerve, when the great superiority of the enemy's force is considered, reflects the highest honour on the captains, officers, and crews, of the Dido, and Lowestoffe."

The undaunted behaviour of Lieutenant Buckoll, during the whole of this brilliant action, was such as might be expected from his character. Though severely wounded at the beginning of the engagement, he steadily refused to quit the deck; and though exhausted with the blood that flowed from his wound, he continued firmly to execute his duty, until the colours of La Minerve were struck. He was then conveyed to his cot, where he shortly became senseless; and his life was long despaired of by his brave Commander, and messmates, who anxiously watched the progress of his recovery.

Captain Towry, with his accustomed benevolence, not only wrote home to the Admiralty, in behalf of his suffering officer, but likewise sent a letter to his father, Commissioner Towry, anxiously desiring him to forward the promotion of his wounded lieutenant, in terms at once expressive of gratitude and respect.

With the continued care, and affection, of every one around him, Lieutenant Buckoll was at length able to reach Ajaccio Harbour, in Corsica; where, to his great joy, he found his old patron, Captain Inglefield, from whom he received that comfort, and attention, which the warm heart of a British

seaman is so peculiarly formed to administer. Lieutenant Buckoll's promotion, as Commander, was soon afterwards obtained: but being unable to procure an appointment, he returned to England; and on the 6th of March (1796), arrived at Yarmouth, having travelled over land by way of Florence, near 1700 miles. He was appointed to the Serpent sloop on the 4th of November following; and on the 5th of January (1797), again sailed for the coast of Africa, which was destined to become his grave. During this voyage, he captured the Axmar, a Swedish vessel, laden with Spanish, and Dutch property, to the amount of 40,000l.;—great part of it was claimed, and the remainder still continues unsettled.

Captain Buckoll returned to Portsmouth on the 6th of July (1797), and landed gold-dust to the value of 15,000l. with fourteen tons of ivory. On his passage home, he captured a Spanish felucca, which was stationed to apprise all Spanish vessels from the Havannah, South America, or the West Indies, of the commencement of hostilities between the kingdoms of Great Britain, and Spain; and to order them not to attempt Cadiz, but to make the best of their way for any of the Spanish ports in Galicia. The Spaniard was so confident that the Serpent was a friend, from her hoisting Spanish colours, that his ship immediately hove to, and was instantly taken possession of, without her having had time even to destroy her papers, and private signals, which Captain Buckoll was thus fortunate enough to obtain.

The Serpent, on her arrival in England, was put into dock; being refitted, she cruised towards the end of September, off Havre, and joined Sir Richard Strachan. They soon afterwards drove a privateer on shore, which was immediately destroyed by the crew of the Serpent, who landed, and burnt her. Captain Buckoll besides this took many small vessels, one of which was laden with naval stores, destined for Havre. Having received orders to fit for foreign service, the Serpent got under weigh from Cowes Road on the 25th of November; but experiencing a most heavy gale of wind, she was obliged to return to St. Helens, with all her convoy, consisting of twenty-one sail.

They waited for an easterly wind until the 6th of January (1798), on which day Captain Buckoll sailed, never to return! It appears from a letter, received by one of his friends, dated off Madeira, January the 20th, that before he left his native country, for the fatal and contagious shores of Africa, he felt himself in a declining state of health, owing to the dreadful wounds he had received in the action between the French frigates:—"I have experienced a very severe illness, and cannot at present say any thing in favour of my health, though I think, and hope, I am in a convalescent state. The climate is more favourable, and I find myself better than when I left England. This is the seventh time I have sailed for the coast of Africa! My being in England, in July, depends on our finding a frigate at Cape Coast; if I do not, I shall certainly sail for the West Indies, and God knows when I shall return."———

The heavy tidings of his death reached his afflicted family on the 15th of October 1798. A considerable time had elapsed without their receiving any information, which was the more extraordinary, as his commission had been sent out, appointing him to post rank, with the command of the Trent frigate. The uncertainty of receiving intelligence from so distant a station, consoled them under a suspence, that at length became painful beyond measure. In this state of mind they heard the dreadful tidings of his death; which left a widowed mother inconsolable, and at once sunk a numerous and respectable family into the deepest abyss of affliction.

The news of his having attained the rank of post captain, an event which he naturally looked forward to, as the pinnacle of his hopes, never reached him. He expired on the 23d of April (1798), after only an illness of eight days, in Acra Roads, off the coast of Africa: his remains were deposited in the fort, with every respect that could be shewn them. A grand procession followed them to the grave, which was formed by the voluntary attendance of his numerous lamenting friends. Every mark of honour and respect was paid him, both by his own crew, and the natives of the country, by

whom he was universally beloved: from the repeated voyages he had made to their coast, there were few to whom he was not personally known.

The professional merit of Captain Buckoll stood high in the estimation of his superiors; whilst his repugnance to mention any circumstance, wherein his own bravery was conspicuous, like a true British seaman was so great, that his nearest relations heard only of his worth, from the report of others. His private character comprehended every virtue: the same heart, which unappalled stood foremost in the ranks of danger, and of death, was equally alive to the duties of a Son, a Brother, and a Friend.

We conclude our memoir of this excellent young officer with a letter sent from his ship, a few days after his death, dated Acra Roads, April 26, 1798.

"We have received a severe shock on board the Serpent: with the greatest regret I acquaint you of the death of our worthy Captain, who departed this life, on Monday, the 23d instant, after an illness of eight days. It was a violent fever, which is very frequent among Europeans in this country; and if it does not leave them in nine days, is a certain sign of death. I sat up with Captain Buckoll the night before he died; he was delirious the whole time. On Monday morning, about eight o'clock, his fever rose much higher; when he was seized with a most violent phrenzy, in which calamitous state he expired at noon. I went on shore about an hour before this melancholy event, for a gentleman, who was an intimate friend of Captain Buckoll's:—I had but just time to reach his house, and deliver my message, when a black servant from the fort, came, and acquainted him, that the Serpent had hoisted Colours, half mast high. He immediately fell back in his chair, and burst into a flood of tears; nor could I myself refrain. Our poor friend was buried the next morning at Acra Fort, with every respect and honour becoming a brave and good officer, for such he truly was.

"On leaving the ship, with the Corps, when about half way from the shore, the Serpent began firing guns every five minutes; the Fort had fired half hour guns from the

time of his death; and when he was buried, it fired eighteen minute guns, which the Serpent answered with twenty-one. When we reached the shore, we found it thronged with the inhabitants, and likewise gentlemen from the British, and Dutch forts, besides upwards of an hundred blacks, with accoutrements and arms, and their warlike music. We conveyed the Corps two miles up the country: it was carried by Captain Buckoll's own boat's crew, who, poor fellows, were much affected.

How sleep the Brave! who sink to rest
By all their Country's wishes blest!—
By fairy hands their knell is rung;
By forms unseen their dirge is sung;
There Honour comes, a pilgrim grey,
To bless the turf that wraps their clay;
And Freedom shall awhile repair,
To dwell a weeping hermit there!

COLLINS.

The Procession to the Grave, which marked the respect and gratitude of the blacks, was as follows:

Blacks continually firing.
Colours.
Blacks continually firing.
Colours, and African music.
Blacks continually firing.
Colours.
Serjeant of the Fort.
Drums covered with crape, and fifes.
Colours.
Two Privates.
Mr. Carr, purser.
One Private, Lieutenants Roberts and Knipe, one Private.
Two Privates.
A Black with a large awning to cover the Coffin.

Pall Bearers.		*Pall Bearers.*
Mr. Pratt, clerk.	The Corps.	Mr. Ogbourn, midshipman.
Mr. Franklyn, mate.		Mr. St. John.

Captain Aldies.
Mr. Field and Mr. Thomas, surgeons.
Several gentlemen.
Marines from Fort Acra.

ARMS.] Sable, a chevron, between three bull's heads coupled, argent.
CREST.] Out of a ducal coronet a bull's head, argent.
MOTTO.] Pro Rege et Patriâ—for my King and Country.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. VI.

The late Admiral Sir CHARLES KNOWLES's *Receipt to salt Meat.*

SO soon as the ox is killed, let it be skinned, and cut up into pieces fit for use, as quick as possible, and be salted whilst the meat is hot; for which purpose have a sufficient quantity of salt-petre, and bay-salt, powdered together, and made hot in an oven, of each equal parts; with this sprinkle the meat, at the rate of about two ounces to the pound. Then lay the pieces on shelving boards to drain, for twenty-four hours; which done, turn them, and repeat the same operation, and let them lie for twenty-four hours longer, by which time the salt will be all melted, and have penetrated the meat, and the pieces be well drained. Each piece must then be wiped dry with clean coarse cloths, and a sufficient quantity of common salt be made hot likewise in an oven, and mixed, when taken out, with about one third of brown sugar. The casks being ready, rub each piece well with this mixture, and pack them well down, allowing about half a pound of the salt and sugar to each pound of meat: it will keep good several years, and eat very fresh.

N. B. It is best to proportion the casks, or barrels, to the quantity consumed at a time, as the seldomer it is exposed to the air the better: the same process does for pork, only a larger quantity of salt, and less sugar; but *the preservation of both depends equally upon the meat being hot when first salted.*

The late Admiral VERNON's *Receipt to cure Beef.*

TAKE four gallons of good water, to which add one pound and an half of good Muscavado sugar, six, or eight ounces of salt-petre, and eight pounds of common salt. Let these be boiled, and when the liquor is cold, it is fit for use. The sooner the meat is cut up after the ox is killed the better. Sprinkle each piece of meat with equal parts of common salt, and brown sugar, mixed together. Let the meat drain twelve hours, and repeat the operation, first turning the meat: after having drained twelve hours, wipe the meat with a clean cloth, and rub it well with the salt and sugar mixed. Put it into the

cask, and pour the liquor on, so as to cover the meat. The same process cures tongues.

The Method practised by the late Captain COOK, *at* OTAHEITE, *and the* SANDWICH ISLANDS, *to cure Pork in an hot Climate.*—Vol. iii. page 11. Last Voyage.

IT has generally been thought impracticable to cure the flesh of animals by salting, in tropical climates; the progress of putrefaction being so rapid, as not to allow time for the salt to take, as they express it, before the meat gets a taint, which prevents the effect of the pickle. We do not find that experiments relative to this subject have been made by the navigators of any nation before Captain Cook. In his first trials, which were made in 1774, during his second voyage to the Pacific Ocean, the success he met with, though very imperfect, was yet sufficient to convince him of the error of the received opinion. As the voyage, in which he was then engaged, was likely to be protracted a year beyond the time for which the ships had been victualled, he was under the necessity of providing, by some such means, for the subsistence of the crews, or of relinquishing the further prosecution of his discoveries. He therefore lost no opportunity of renewing his attempts, and the event answered his most sanguine expectations.

The hogs, which he made use of for this purpose, were of various sizes, weighing from four, to twelve stone (14lb.) The time of slaughtering was always in the afternoon; and as soon as the hair was scalded off, and the entrails removed, the hog was divided into pieces of four, or eight pounds each, and the bones of the legs, and chine, taken out; and in the larger sort, the ribs also. Every piece then being carefully wiped and examined, and the veins cleared of the coagulated blood, they were handed to the salters, whilst the flesh remained still warm. After they had been well rubbed with salt, they were placed in an heap, on a stage raised in the open air, covered with planks, and pressed with the heaviest weights we could lay upon them. In this situation they remained until the next evening, when they were again well wiped, and examined, and the suspicious parts taken away. They were then put into a tub of strong pickle, where they were always looked over, once or twice a day; and if any pieces had not taken the salt, which was readily discovered by the smell of the pickle, they were immediately taken out, re-examined, and the sound pieces put to fresh pickle. This however, after the precautions before used, seldom happened. After six days, they were taken out, examined for the last time, and being again slightly pressed, they were packed in barrels, with a thin layer of salt between them. Some

barrels of this pork, pickled at Owhyee in January 1779, were brought to England, when it was tasted by several persons about Christmas 1780, and found to be perfectly sound and wholesome.—We are informed by a note subjoined to the above, that Mr. Vancouver, when lieutenant, tried the method here recommended, both with English and Spanish pork, during a cruize in 1782, and found it answer.

CONVERSATION *at the* CAFFEE MILITAIRE, RUE ST. HONORE, *between an Englishman and a French Officer, as related in the* NOVELTIES OF A YEAR AND A DAY, *published in* 1785.

THE Frenchman launched forth upon the internal wealth, and resources of France, being superior to those of England, and other nations; their advantages over England, provided manufactories were properly encouraged and established; their advantage of local situation, by having commodious harbours in the Mediterranean, Bay of Biscay, and La Manche, meaning the English Channel, which a Frenchman never pronounces; their advantage, in having a communication from the Mediterranean to the Western Ocean, by means of the celebrated canal of Languedoc; and above all, their advantage in the event of future wars, by watching and checking the motions of the English fleet in the Channel; because, added he, with a degree of impetuosity, *Nous avons Brest un port de mer vis-a-vis Plymouth—Nous aurons tantôt Cherbourg, un autre port de mer, vis a-vis Portsmouth—et nous aurons aussi Dunkirk un port de mer vis-a-vis les Downs, ou la Thamise.* "Yes, Sir," replied the Englishman, "the more ports you have in the English Channel so much the better; for when we want a Man of War or two, we shall not have far to fetch them."

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

I have often thought of proposing the preservation of sorrel to take to sea, which is a fine antiscorbutic, and will keep in pots for five years. The preserving cabbage, or making sour crout, with vinegar, instead of salt, as the Tuscans do, renders the cabbage more agreeable to the taste, and is more wholesome. You are no doubt informed that the boatswain's vinegar is furnished by one contractor, and the purser's vinegar by another—the former is good, the latter bad. I therefore gave the boatswain's vinegar to the men, and washed the ship with the other. In the ships I have commanded, on beef days, a cask of sour crout was lashed to the main mast, and every mess took what they

could consume. On Mondays, for breakfast, every mess boiled their rice in pudding bags in the coppers, which was eat with sugar every other day in the week. Water gruel was sweetened with molasses in the coppers by the cook for breakfast, by which the men had always a hot breakfast. The allowance of oatmeal is sufficient, without prejudice to the purser. I have often wished that parsnips were more introduced on board our ships; they are very wholesome, and admirably adapted to salt provisions: there is also an excellent root called the root of scarcity, which will keep good during the severest winter, on which frost has not the least effect; it is very nourishing, and would be of great service in the sick birth.

Yours, L.

MR. EDITOR,

In addition to what you inserted in your Sixth Number, respecting Lord Bridport, give a seaman leave to remark, who has long had the honour of serving under him, that since this judicious officer has held the command of the Channel fleet, the French have been blocked up in Brest harbour much closer than they ever were before. No Admiral at any time has kept Ushant so continually close on board as he has done; not a day passed, when the weather permitted, that Lord Bridport did not stand in; and when the wind would allow him, he has taken the fleet close in to the Black Rock, *his own ship the Royal George has even been within it*, which, at the commencement of the war, was rarely done even by Seventy-fours. M.

MONTERREY, *one of the Places at which Captain* VANCOUVER *touched in his late Voyage.*

Letters from Madrid in 1769, dated January the first, mention their having at that time received a relation, printed by order of the Viceroy of Mexico, the Marquis de St. Croix, of the re-discovery of the port of *Monterrey*, on the coast of California, and the taking possession, in the name of his most Catholic Majesty, on the 16th of May 1769. The ship that brought the advice informed further, that they had left a garrison of thirty men, besides some religious, with provisions for a year, and that the inhabitants appeared greatly satisfied with their new visitants, and seemed disposed to embrace the Christian religion. For this place they had made for 200 years an ineffectual in search, it being mentioned in the journals of the first navigators in the South Sea, viz. Don Sebastian Viscayno, and Don Joseph Cabruro-bueno, the first pilot of vessels to the Philippine Islands.

NAVAL ANECDOTE *of the late* LORD CHATHAM.

The King consented (1757) that the correspondence with the Naval Officers, usually in the Board of Admiralty, should be given to Mr. Pitt, and that the Board should only sign the dispatches, without being privy to their contents. The rule or custom is, the Secretary of State sends all the orders respecting the Navy which have been agreed to in the Cabinet to the Admiralty; and the secretary to the board writes these orders again, in the form of instructions from the Admiralty to the admiral, or captain of the fleet, expedition, &c. for whom they are designed; which instructions must be signed by the Board: but during Mr. Pitt's administration he wrote the instructions himself, and sent them to their Lordship's to sign; *always ordering his secretary to put a sheet of white paper over the writing:* thus they were kept in perfect ignorance of what they signed; and the secretary and clerks of the board were all in the same state of exclusion. *Life of the Earl of Chatham, vol. i. p.* 307.

There was living at White-Cross, Sheffield, in March 1790, an old seaman whose name was John Holmes, the only survivor of those intrepid adventurers who accompanied Lord Anson round the world. John Holmes was at that time in his 80th year, lingering out the painful conclusion of his life in the most distressing poverty. During the twenty-eight years he was at sea, he made thirteen voyages to the Indies, eleven to the West, and two to the East, exclusive of that celebrated circumnavigation, the particulars of which he had great pleasure in relating. So retentive was his memory, notwithstanding his long confinement to a bed of sickness, that he perfectly well recollected the name, and situation, of every island they touched at in traversing the Great Pacific Ocean; and with the true spirit of a British Sailor gave an animated and circumstantial account of the gallant action, in which he bore a part, between the Centurion and the rich Spanish Galleon.—When asked what he had done with all his prize money, he replied—*Alas, Sir, I was a Sailor!*

NAVAL COMMISSIONED OFFICERS *in the Service of* GREAT BRITAIN, *as the List stood July* 1, 1799.

Flag Officers.	Admiral of the Fleet	Earl Howe
	Admirals of the White	20
	of the Blue	20
	Vice Admirals of the Red	15
	of the White	14
	of the Blue	13
	Rear Admirals of the Red	17
	of the White	16
	of the Blue	16
		132
	Post Captains	495
	Commanders	319
	Lieutenants	2093

TOULON PAPERS.

MANY of the following important Papers, illustrative of the transactions at Toulon, we have referred our readers to in the Biographical Memoir of Admiral Lord Viscount Hood, given in our last Number; and as several additional ones, never before published, have been since put into our hands, we shall submit them to the Public, arranged according to their dates, prefaced with the principal objects which gave birth to them, trusting they will be deemed no less curious than accurate historical documents of an event, which so much excited the attention of all Europe.

ON the 23d August 1793, Commissioners came on board the Victory from Marseilles, with full powers from the Sections of the departments of the mouths of the Rhone to treat for peace; declaring a Monarchical Government in France to be the leading object in their negociation: in consequence of their application the following Proclamation and Preliminary Declaration were issued and sent on shore to Toulon:

No. I.

PROCLAMATION

By the Right Honourable SAMUEL LORD HOOD, *Vice Admiral of the Red, and Commander in Chief of his* BRITANNIC MAJESTY'S *Squadron in the Mediterranean, &c. &c. &c. to the Inhabitants of the Towns, and Provinces, in the South of France.*

" DURING four years, you have been involved in a Revolution which has plunged you in anarchy, and rendered you a prey to factious leaders. After having destroyed your government, trampled under foot the laws, assassinated the virtuous, and authorised the commission of crimes, they have endeavoured to propagate throughout Europe their destructive system of all Social Order. They have constantly held forth to you the idea of liberty, while they have been robbing you of its reality. Every where they have preached respect to persons and property, and every where in their name it has been violated. They have amused you with the sovereignty of the people, which they have constantly usurped. They have declaimed against the abuses of Royalty, in order to establish their tyranny upon the fragments of a throne, still reeking with the blood of your legitimate Sovereign. Frenchmen! you groan under the pressure of want, and the privation of all specie. Your commerce and your industry are annihilated, your agriculture is checked, and the want of provisions threatens you with an horrible famine. Behold, then, the faithful

picture of your wretched condition! A situation so dreadful sensibly afflicts the Coalesced Powers; they see no other remedy but the re-establishment of the French Monarchy. It is for this, and the acts of aggression committed by the executive power of France, that we have armed in conjunction with the other Coalesced Powers. After mature reflection upon these leading objects, I come to offer you the force with which I am intrusted by my Sovereign, in order to spare the further effusion of human blood; to crush with promptitude the factious; to re-establish a regular government in France, and thereby maintain peace and tranquillity in Europe. Decide therefore definitively and with precision; trust your hopes to the generosity of a *loyal* and *free* Nation. In its name I have just given an unequivocal testimony to the well-disposed inhabitants of Marseilles, by granting to the Commissioners, sent on board the fleet under my command, a passport for procuring a quantity of grain, of which this great town now stands so much in need. Be explicit; and I fly to your succour in order to break the chain which surrounds you, and to be the instrument of making many years of happiness succeed to four years of misery, and anarchy, in which your deluded Country has been involved.

"Given on board his Britannic Majesty's ship Victory, off Toulon, 23d day of August 1793.

"*Signed*, HOOD.

"By command of the Admiral.

"JOHN M'ARTHUR, *Secretary*."

No. II.

PRELIMINARY DECLARATION

That accompanied the foregoing Proclamation.

"IF a candid and explicit declaration, in favour of Monarchy, is made at Toulon and Marseilles, and the standard of royalty is hoisted, the ships in the harbour dismantled, and the port and forts provisionally at my disposition, so as to allow of the egress and regress with safety; the people of Provence shall have all the assistance, and support, his Britannic Majesty's fleet under my command can give; and not an atom of private property of any individual shall be touched, but protected: having no other view than that of restoring peace to a great Nation upon just, liberal, and honourable terms.

"This must be the ground-work of the Treaty; and whenever peace takes place, which I hope and trust will be soon, the port, with all the ships in the harbour, and forts of Toulon, shall be restored to France, with the stores of every kind, agreeable to the schedule that may be delivered.

" Given on board his Britannic Majesty's ship Victory, off Toulon, the 23d of August 1793.

" *Signed*, HOOD."

On the 25th August 1793, the deputies of all the sections at Toulon agreed to Lord Hoods proposals, and signed a declaration, of which the following is a translation :

No. III.

DECLARATION MADE TO ADMIRAL LORD HOOD.

" THE General Committee of the Sections of Toulon having read the Proclamation of Admiral Hood, Commander in Chief of his Britannic Majesty's Squadron, together with his preliminary declaration, and after having communicated these two papers to all the citizens of the town of Toulon, united in sections ;

" Considering that France is torn by anarchy, and that it is impossible to exist longer a prey to the factions with which the Country is agitated, without its total destruction ;

" Considering that the southern departments, after having made long efforts to resist the oppression of a party of factious men who have conspired to ruin them, find themselves drained and deprived of all resources to annihilate this coalition of the evil disposed ;

" Considering, in short, that determined not to submit to the tyranny of a Convention that has sworn to ruin the nation, the people of Toulon, and those of Marseilles, would rather have recourse to the generosity of a loyal people, who have manifested the desire of protecting true Frenchmen against the anarchists who wish to ruin them ;

Declare to Admiral Hood,

" 1st. That the unanimous wish of the inhabitants of Toulon is to reject a constitution which does not promote their happiness ; to adopt a Monarchic Government, such as it originally was by the constituent assembly of 1789 ; and in consequence they have proclaimed Louis the XVIIth, son of Louis the XVIth, King, and have sworn to acknowledge him, and no longer suffer the despotism of the tyrants who at this time govern France.

" 2d. That the white flag shall be hoisted the instant the English Squadron anchors in the Road of Toulon ; and it will there meet with the most friendly reception.

" 3d. That the ships of war now in the Road will be disarmed according to Admiral Hood's wishes.

" 4th. That the citadel and the forts on the coast shall be provisionally at the disposal of the said admiral ; but for the better establishing the union which ought to exist between the two nations, it is

requested that the garrison shall be composed of an equal number of French and English, yet that nevertheless the command shall devolve on the English.

" 5th. The people of Toulon trust the English Nation will furnish speedily a force, sufficient to assist in repelling the attacks, with which they are at this moment threatened by the army of Italy, which marches towards Toulon, and by that of General Carteaux who directs his forces against Marseilles.

" 6th. That the people of Toulon, full of confidence in the generous offers of Admiral Hood, trust that all those who hold civil and military employments shall be continued in their places, and shall not be annoyed in their respective occupations.

" 7th. That the subsistence and succours of every kind, of which Toulon stands so much in need, shall be insured to the inhabitants by the combined fleet of the powers coalesced.

" 8th. That when peace shall have been established in France, the ships and forts which will be put into the hands of the English, shall be restored to the French Nation in the same state they were in when the inventory was delivered.

" It is according to this declaration, if approved by Admiral Hood, that the Toulonese will regard themselves, with good Heart, and Will, as belonging to the English and the other powers coalesced, by whose succour will be brought about that peace for which they have panted so long.

Signed

Beaudeuf, President	Reboul, Vice Pres.	Reynaud, Secretary
Le Poype Vertrieux	Deydier, Cadet	Andrau
Vialis, Com. Mpal.	Fournier	Possel
Barthelemey, du Department	Grival	Btl. Devan
Porte	Joffre, Com. Mpal.	L. Cadiere, Com. Mpal.
Chaussegros, Commandant des Arms	Antoine Gabert	Boullement
Terrand	C. Garibou	Meifrund, Pres. of the Municipality of Provence
Bertrand	Burgues	Siccard
Richaud, Com. Mpal.		

No. IV.

LIST *of the* French Line of Battle Ships *in the* Great Road *of* Toulon, *according to the Order in which they anchored from East to West, August 26th, 1793, together with Remarks on the Characters of their Captains, Officers, and Men.*

N. B. Those Ships marked B, are of the Brest Squadron; those marked T, Toulon; those marked R, Rochfort; those with a * have been since taken, or destroyed, by the English.

Ships.		Guns.	Men.	Months Provisions on board.	Captains Names, and Remarks on the Ships and Officers.
*Le Dugnay Trouig	B	74	300	6	Captain not known; her fore mast out.
*Le Lys, called Tricolor	T	74	600	4	——— Parquier—a clubbist; formerly a pilot.
*Le Centaur	T	74	550	4	——— Cassue—a clubbist; formerly a boatswain, and extremely ignorant.
*Le Pompie, third in command	T	74	600	6	——— Poulain—the captain and officers of sound principles, particularly the captain, who was formerly director of the port.
*Le Destin	T	74	600	6	——— Herault—formerly a pilot, but of good principles; his ship's company doubtful; he is on shore.
Le Commerce de Bourdeaux, second in command	T	100	600	4	Rear Admiral St. Julien—formerly Lieutenant de Vaisseau; his Captain Barbaret; the officers and ship's company the promoters of the opposition; violent republicans.
Le Patriot	B	74	500	4	Captain Bouvet—a man of merit; formerly commander of a fire ship, and of sound principles; not on board.
*Le Commerce de Marseille	B	100	700	4	Rear Admiral Trogoffe—Commander in chief; formerly a captain in the French service; Captain Pasquier; both men of the soundest principles in the cause of monarchy; but the other officers and crew are all clubbists.
L'Orion	B	74	500	4	Captain Furin—formerly captain of a fire ship; not on board; the crew strongly in opposition to monarchy.
*Le Heros	T	74	600	6	——— Sinony—formerly Lieutenant de Vaisseau; sound principles, and on shore. It is believed the crew have the same principles.
*Le Tonnan	T	80	400	4	——— Amiel—formerly commander of a fire ship; doubtful, as well as his officers and ship's company.
*L'Hereux	T	74	500	5	——— Gavoi—formerly commander of a fire ship, who, it is believed, with his officers and ship's company, are of sound principles.
*Le Scipion	T	74	500	6	——— Degoy—a good officer; formerly a Lieutenant de Vaisseau, and of sound principles; but his crew doubtful.
L'Apollon	R	74	600	4	——— Imbert—formerly a Lieutenant de Vaisseau; member of the committee general of the sections at Toulon; now on board the Victory, as a commissioner from the committee. His crew appear to have good principles.
L'Entreprenant	R	74	500	4	——— Boubenck—formerly pilot; very doubtful.
Le Genereux	R	74	600	6	——— Carotte—formerly officer of the port, of good principles, and at present on board his ship.
*Le Themistocle	B	74	500	4	——— Duhamel du Desert—formerly Lieutenant de Vaisseau, of sound principles, and a member of the general committee of the sections.

N. B. It is to be observed, that out of the number of men in the ships, those are to be deducted who were detained by the Sections on shore, as well as those at the Hospital, which will make in all about one third of the number borne.

On the evening of the day before Lord Hood anchored with his fleet in the outer road of Toulon, the following Proclamation was issued, which greatly soothed the minds of the inhabitants:

No. V.

PROCLAMATION

By the Right Honourable SAMUEL LORD HOOD, *Vice Admiral of the Red, and Commander in Chief of his Britannic Majesty's Squadron in the Mediterranean, &c. &c. &c.*

"WHEREAS the Sections of Toulon have, by their Commissioners to me, made a solemn declaration in favour of Monarchy; have proclaimed Louis the XVIIth. son of the late Louis the XVIth, their lawful king; and have sworn to acknowledge him, and no longer suffer the despotism of the tyrants which at this time govern France; but will do their utmost to establish monarchy, as accepted by their late sovereign in 1789, and restore peace to their distracted and calamitous country;

"I do hereby repeat what I have already declared to the people of the South of France, that I take possession of Toulon, and hold it in *trust only* for Louis the XVII. until peace shall be re-established in France, which I hope and trust will be soon.

"Given on board his Britannic Majesty's ship Victory, off Toulon, the 28th August 1793.

"*Signed*, HOOD.

"By command of the Admiral.

"*Signed*, JOHN M'ARTHUR, *Secretary*."

No. VI.

ADDRESS

Presented to Vice Admiral LORD HOOD, *by a numerous Body of the united Sections of the Civil and Military Departments of Toulon, on the British Fleet's anchoring in the Outer Road of Toulon, the 29th of August* 1793.

"MY LORD,

"WE have seen during many centuries, nations agitated by restless ambition, disputing with their blood illusive rights, which escape their pursuits, or vanish in their possession. Nobler motives now arrest the attention of Europe. It is no longer to increase their power, but to restore to their rights men whom anarchy has reduced to the vilest slavery, that the Coalesced Powers have generously extended their aid. It was a deed worthy of the English Name, to be the first to execute this salutary revolution.

"Sanguinary societies had, by the hands of executioners, depopulated this once happy country, which had found in you a rival, never an enemy. We have obtained, through your magnanimity, succours of which providence would be perhaps jealous, were not you yourselves that providence.

"We receive them with gratitude; they will assist us in repelling blood-thirsty dregs of men, who lay waste our country without mercy, under the sanction of a dishonourable convention,—all that still remains in France of honour, genius, courage, and virtue.

"It is to Great Britain that we owe our resurrection!—It is to you, my Lord, who are going to drag us from our tombs, in which we were already buried.

"Re-animate the ashes of the dead, and protect that precious child, who ought to receive from your hands the broken Sceptre of his unfortunate father. Give us a Country, in extirpating our tyrants! Save France, and France will be ever grateful. In pledge of this promise, we offer you the homage of the united sections of the civil and military bodies, of which you have before you a numerous deputation; and permit, my Lord, that giving you, in the name of our constituents, the kiss of gratitude, we, in the effusion of our affected hearts, proclaim you the avenger of crimes, and the protector of oppressed innocence."

The *following letter from the Honourable Keith Elphinstone*, then Captain of his Majesty's ship Robust, and Governor of Fort La Malgue, contains the particulars of the first spirited action which the British and Spanish troops had with the French near Toulon:

No. VII.

"MY LORD, *Toulon, 31st August 1793.*

"IN consequence of the information I had the honour to send your Lordship yesterday forenoon, and the repeated applications which I had received from the committee of war and safety, I thought proper to send out a patrole towards Ollioules, to reconnoitre the Enemy, and to examine their force; at the same time I ordered 300 British, and the same number of Spanish troops, to be under arms; and I directed the committee of war to furnish a proportion of their best troops, and six pieces of cannon, with ammunition and waggons, to be in readiness. About three o'clock, the patrole returned with some peasants who had been wounded by the enemy's dragoons, who informed me that certain troops of Carteaux's were posted at Senary and Ollioules, about five miles from hence, to the amount of 600 men, with ten pieces of cannon, and a few cavalry. I instantly marched out with the British and Spanish troops, taking the road to Ollioules, having four guides along with me, belonging to that place; and having left directions that the French troops, with the cannon, &c. should instantly follow. On the road I met wounded peasants, who informed that their whole force was now posted at Ollioules. When we approached within half a mile of that place, I observed a party of

the enemy endeavouring to gain an eminence on our right. I detached Captains Haddon and Weemys, of the 11th regiment of foot, to prevent this, and to advance with their parties, keeping possession of the high grounds; and sent Lieutenant Knight, with a party of the same regiment, on the like service, to the left, both of which duties were admirably executed. I then advanced with my aid de camp, to reconnoitre the enemy's situation, and found they were posted in the village of Ollioule, upon the side of a steep hill; a deep ravine in their front, with a stone bridge over it, defended with two pieces of cannon, and the windows filled with musquetry. About two hundred yards farther up the hill, at a ruinous castle, there were two more pieces of cannon, and the walls of the vineyards lined with musquetry. It was now half past six in the evening, without any appearance of the French troops, or the cannon from Toulon; it became therefore necessary either to attack immediately, or to retire; I preferred the former, and ordered the flanking party to keep up an incessant firing upon the cannon at the bridge. I then ordered the column under cover of a stone wall, cautiously to advance within two hundred yards, and then being open to the fire of the enemy, to rush forward, which was executed under a very severe fire; when the enemy instantly abandoned their posts on all quarters, leaving us in possession of their cannon, horses, and ammunition, two stand of colours, drums, &c. They were pursued up a very steep hill, to the further end of the village; it was now become nearly dark, and the ammunition was expended, which induced me to order the troops to occupy the eminence, as we were in an unknown country, and *abandoned* by the guides, who fled upon the first fire. After halting for an hour, I led the troops back to Toulon, with the prisoners and cannon taken from the enemy; and on the road we met the French troops and the cannon which ought to have left Toulon with us, but which unfortunately had been delayed. From the information that we received in the village, and from the prisoners, we found that we had beaten the *élite* of Carteaux's army, consisting of between seven and eight hundred men, and some cavalry, which had been sent from Marseilles for the purpose of overawing Toulon; and that they expected to have been joined the next day by 400 more men, and eight pieces of cannon. In this little affair it becomes my duty to inform your Lordship, that the conduct of the troops, those of his Majesty, as well as those of the King of Spain, was highly meritorious. Captain Moncrief, of the 11th, Commandant of the British troops, headed the column with a degree of intrepidity worthy of imitation; and Don Montero, Commandant of the Spanish troops, conducted himself with equal valour; but the credit of the day was chiefly derived from the great exertion and gallant behaviour of Captain Douglas,

town major of Toulon; and it is with grief I add, that he was mortally wounded, and is since dead.—In my mind the King's Service has sustained a great loss. The conduct of Ensign Forster of the 30th regiment, my aid de camp, was such as to give me the fullest satisfaction, and hope will render him an object of attention.

" I have the honour to be,

" My Lord,

" Your Lordship's most obedient humble servant,

" *Signed,* G. K. ELPHINSTONE.

" *Right Honourable* LORD HOOD, *Vice Admiral of the Red, &c. &c. &c.*

BRITISH.

Killed.—Captain Douglas, of the 11th regiment.

Wounded.—One serjeant, and six privates of the 11th regiment; three privates of the 25th; three privates of the marines.

SPANIARDS.

Killed.—Three. Wounded.—Two.

" *Signed,* G. K. ELPHINSTONE."

The following intercepted letter from General Carteaux to Colonel Mourret, commanding the advanced party of his army, which was defeated at the village of Ollioule the preceding night, by the English and Spanish troops under the command of the Honourable Captain Elphinstone, points out the particular objects Carteaux had in view:

No. VIII.

LETTRE DE GENERAL CARTEAUX,

Interceptée par la Comitée Généralle, et imprimée par ordre de son Excellence l'Amiral HOOD, *au Citoyen* MOURRET, *commandant la Colonne de Général* CARTEAUX, *dans les Défilés d'Ollioule.*

" Au quartier général de Marseilles, le 30 Août 1793, l'année troisième de la République Française, à deux heures du matin.

" JE reçois votre lettre à un heure-quart du matin aujourd'hui, 30 du courant, et vous verrez, par deux lettres que vous avez dû recevoir de moi, combien votre position me convient, c'étoit-là tout ce que je vous recommandois, que de vous emparer des défilés d'Ollioule que vous occupez. Vous reçevrêz aujourd'hui les deux compagnies de chasseurs de Bourgogne avec deux pièces de canon de 16, et deux pièces de canon de —, le tout sous vos ordres. Ainsi, vous pouvez disposer des forces que vous jugerez nécessaires pour faire marcher sur la Scine, qui n'est gardée dans ce moment, que par une poignée de racaille. Aujourd'hui, il part encore de Marseilles dix

pièces de canon et 400 hommes de la Côte-d'Or, pour aller vous joindre demain. En attendant, vous reçevrez aujourd'hui 300 Allobroges avec leurs canons, et avec les forces que nous possédons, aujourd'hui 30, sans avoir besoin de celles qui nous arriveront demain, vous pouvez vous emparer des hauteurs qui dominent la poudrière de Miland; ainsi, mon cher Colonel, vous n'avez que trois points à garder, et le plus essentiel vous le tenez;

SAVOIR:

" Votre terrible défilé d'Ollioule, sur votre droite, la Seine;

" Et en poussant en avant une partie de votre colonne, les hauteurs qui dominent la poudrière de Milaud;

" Et vous avez des forces assez suffisantes pour couvrir ces trois positions.

" Je connois les forces de l'ennemi, il lui est impossible de garder tous les forts, et la qualité des soldats est très-mauvaise. D'un autre côté, le Général La Barre, avec 8000 hommes et 14 pièces de canon, s'est emparé de la Valette, et du fort que l'on appelle le Cap Brun, et le Fort Artigues. Ainsi, j'espère avoir le plaisir, sous deux ou trois jours, au plus tard, de corriger la ville de Toulon comme celle de Lyon, et de battre à plate couture les Coquins d'Anglois, et les Espagnols. Ressouvenez-vous, bien, qu'aujourd'hui 30, vous recevrez votre troisième renfort, et que tous les jours votre armée va grossir. Aujourd'hui j'organise à Marseilles, trois bataillons de vrais républicains, et six compagnies de chasseurs, et la moitié de ces forces, je les envoie sur-le-champ; vous les trouverez avec un bataillon du 59e. régiment.

" Cela doit faire un sensible plaisir à tous les vrais soldats républicains, que de corriger les amateurs de Louis XVII.

" Le général divisionnaire commandant l'armée à Marseilles.

" Signé à l'original, CARTEAUX.

" P. S. Vous donnerez 10 liv. au Porteur pour boire à ma santé."

Translation of the intercepted Letter (No. VIII.) from General CARTEAUX.

" Head quarters, Marseilles, August 30, 1793, third year of the Republic, at two o'clock in the morning.

" I received your letter at a quarter past one o'clock this morning, 30th instant, and you will see by two letters which you ought to have received, how important our position has become; the taking possession of Ollioule was what I recommended so strongly. This day you will be joined by two companies of infantry of the Bourgogne regiment, with two pieces of artillery 16 pounders, and two pieces of

—— pounders, all under your orders; therefore you may dispose of the force we think necessary to send you, by marching it on the Seine, which is at this moment guarded only by a few ragamuffins. This day ten pieces of artillery leave Marseilles, together with 400 men of the Gold Coast, which will join you to-morrow. In the mean time you will be joined this day by 300 Savoyards, with artillery; and with the force which you now possess, without having recourse to that which will arrive to-morrow, you will be able to make yourself master of the heights which command the powder magazine of Milaud. Therefore, my dear Colonel, you will have only three points to guard, and the most essential is in your possession; viz. the terrible pass of Ollioule, on your right the Seine, and advancing a body of your troops, the heights which command the powder magazine of Milaud.

"You have sufficient force for covering these three positions. I know the enemy's force: it is impossible for him to guard all his forts, and the soldiers are very indifferent. On the other hand General La Barre, with 8000 men, and 14 pieces of cannon, has possessed himself of La Vallette, and the fort called Cape Brun, and Fort Artigue; therefore I hope in two or three days to have the pleasure to chastise the town of Toulon as well as Lyons, and to cut the inhabitants to pieces, as well as the English scoundrels and Spaniards. Remember that this day you will receive your third reinforcement, and that every day your army is increasing. I am at present organizing in Marseilles three battalions of true republicans, and six companies of chasseurs, and the half of this force I send you immediately; they will join you with a battalion of the 59th regiment. It ought to give the most heartfelt satisfaction to all true republican soldiers to chastise the admirers of Louis the XVIIth.

"The General commanding a division of the army at Marseilles.

"*Signed,* CARTEAUX.

"P. S. Give ten livres to the bearer to drink my health.

"To Citizen Mourret, Commandant of a column of General Carteaux's Army."

The following proclamation was issued jointly by Admirals Lord Hood, and Don Juan de Langara, on the 4th September 1793:

No. IX.

PROCLAMATION

By the Right Honourable SAMUEL LORD HOOD, *Vice Admiral of the Red, and Commander in Chief of his* BRITANNIC MAJESTY'S *Squadron in the Mediterranean, &c. &c. &c. and Don* JUAN DE

LANGARA ET D'ILUARTE, *Vice Admiral and Commander in Chief of his* CATHOLIC MAJESTY'S *Squadron in the Mediterranean, &c. &c. &c.; to the Officers and Soldiers of* CARTEAUX'S *Army, the Army from Italy, and particularly the Regular Tooops in both Armies, as well as to those left at Nice and Villa Franca, and all others in the South of France.*

" DURING four years you have been involved in a Revolution, which has rendered you a prey to factious men, has plunged you in all the horrors of foreign and civil war, and brought you to the very brink of ruin.—You know by cruel experience the dreadful state to which the factious have reduced you since the murder of your legitimate Monarch! Your miseries are now come to a crisis! Behold in us your deliverers and protectors! Not as entertaining views of conquest, and aggrandizement (as has been falsely represented to you by leaders who constantly deceive you), but to re-establish a regular government in France, to recall that happiness so long fled from your Country, and to restore Louis the XVIIth to the Throne of his fathers.—The well-disposed inhabitants of Toulon have with hearts teeming full of gratitude, received from us succours, well knowing that the power exercised by the combined fleets, while the national flag is every where displayed at Toulon and its dependencies, is only as a trust in our hands.—We admit, with our troops, all French soldiers who submit themselves to the Good Cause, that they may all manifest their true allegiance and fidelity to Louis the XVIIth.—Your subsistence is precarious, what we offer is certain and abundant; you run all risks of want, we insure you all advantages. You can no longer doubt the views of two nations renowned for loyalty of principles, and love of true liberty, as well as for the justice and honour which they profess.—Cease, then, to be longer deluded by the intrigues of factious leaders! Save your lawful King! on which depends your future glory and happiness.

" To assure you of our ardent desire to accomplish these great objects without further effusion of blood, we proclaim a general amnesty, and free pardon, to all officers, soldiers, and others, employed in the armies of Carteaux or that from Italy, as well as those now at Nice, Villa-Franca, and other parts in the south of France; who will without delay abandon the standard of anarchy, and will resort to our combined fleets or armies, and unite with other loyal Frenchmen in supporting with fidelity the Cause of Louis the XVIIth. This amnesty will, however, only extend to the deluded French who carry arms against their legitimate King, believing that they are acting in a good cause, but not to be extended to those guilty of the crimes of murder and forcing contributions, nor to the instigators of such crimes.

" Done at Toulon the 4th day of September, and the first year of the reign of Louis the XVIIth.

" *Signed,* HOOD. LANGARA.

" By command of the respective admirals,

" *Signed,* JOHN M'ARTHUR, JOSEF OBE MOSCOW. } Secretaries.

PROCLAMATION

Par les très honorables SAMUEL LORD HOOD, *Vice-Amiral et Commandant en Chef l'Escadre de sa* MAJESTE BRITANNIQUE *dans la Méditerranée, et Don* JUAN DE LANGARA, *Vice-Amiral et Commandant en Chef L'Escadre de sa* MAJESTE CATHOLIQUE ; *aux Officiers, Sous-Officiers, Soldats, et autres de l'Armée de* CARTEAUX, *de celle d'Italie, et notamment aux Troupes de Ligne actuallement en Garnison à Nice et à Villefranche, et dans toute l'étendue du Midi.*

" VOUS marchez, depuis quatre ans, vers l'abyme qui doit vous engloutir. Vous touchez au moment d'une chute terrible. Reçevez la main secourable qui vient vous en affranchir.

" Vous connoissez, par une cruelle expérience, l'horrible êtat où les les factieux vous ont réduit, depuis l'assassinat de votre souverain légitime. Vous maux sont à leur comble ; et nous venons vous en délivrer, non avec un esprit de conquête, ni des vues d'agrandissement, comme vous l'ont dit les chefs qui vous trompent sans cesse ; mais pour rétablir l'ordre, vous rappeler au bonheur, et élever Louis XVII. sur le trône des Français.

" Le bon peuple de Toulon a reçu, avec reconnoissance, les secours que nous lui apportons ; ils savent que le pavillon aux couleurs nationales flotte par tout ; que le pouvoir que nous exerçons n'est qu'un dépôt dans nos mains ; que nous admettons avec nos troupes, tous les soldats Français qui se sont soumis à la bonne cause, et que tout sera rendu, dans son intégrité, à Louis XVII. dès que l'ordre et la paix seront rétablis sans retour.

" Vous en croirez, sans doute, deux nations renommées par la loyauté de leurs principes, et leur ardent amour pour la liberté, comme par la justice et l'honneur dont elles font profession.

Vos subsistances sont incertaines, celles que nous vous offrons sont assurées et abondantes ; vous courez tous les risques ; nous vous garantissons tous les moyens de salut ; cessez donc d'être les instrumens de l'intrigue de quelques factieux, et servez votre Roi de qui seul dépend désormais votre repos et votre bonheur.

Nous accordons amnistie et rémission à tous officiers, sous-officiers, soldats et autres des armées de Carteaux et d'Italie, et

du Midi de la France, ainsi qu'aux troupes employées à Nice et à Villefranche, qui abandonneront sur-le-champ les drapeaux de l'anarchie, et viendront se réunir à tous les Français fidelles, pour soutenir la cause et les droits de Louis XVII.; laquelle amnistie n'aura cependant lieu que pour les Français égarés qui ont porté les armes contre leur légitime Souverain, en croyant servir la bonne cause, et ne pourra s'appliquer à ceux qui se sont souillés des crimes d'assassinat et de contributions forcées, ni aux instigateurs de pareilles crimes.

" Donné à Toulon, le 4 Septembre 1793, et le premier du Règne de Louis XVII.

" HOOD. LANGARA.

" Par ordre des Amiraux respectifs.

" Signé, J. M'ARTHUR, et JOSEF MOSCOW, } Secrétaires.

The following passport was given to the French ship Le Patriot, Captain Bouvet, and also to the three other ships which carried near 5000 turbulent, and disaffected, seamen from Toulon, to the ports of Brest, Rochfort, and L'Orient:

No. X.

L. S.

" BY the Right Honourable Samuel Lord Hood, Vice Admiral of the Red, and Commander in Chief of his Majesty's ships and vessels employed, and to be employed in the Mediterranean:

" Whereas from a convention made between Vice Admiral Trogoffe, and the Committee General of the Sections of Toulon, on the one part, and the seamen belonging to the ports of Brest, L'Orient, and Rochfort on the other part, I have thought proper from the existing circumstances to accede thereto, by granting a safe and free pass to the French two-decked ship called Le Patriot, which ship is to carry a flag of truce for the purpose of transporting those seamen from Toulon to their respective places of abode, and who are to be landed at the port of Brest.

" These are therefore to make known to all whom it may concern, that in pursuance of the aforesaid convention, the said ship Le Patriot hath my free liberty to proceed without molestation as above mentioned; and I request all admirals, captains, and commanders of ships, and vessels, belonging to the nations in amity with Great Britain, and at war with France, to allow the said ship to pass unmolested to the aforesaid port; but should they be found straying from their direct course, and cannot give justifiable reasons for so doing, they are to be detained and considered as prisoners of war.

" Given under my hand and seal, on board his Britannic Majesty's ship Victory, Outer Road of Toulon, this 14th day of September 1793.

" *Signed,* HOOD.

To all Admirals, Captains, and Commanders, of his Britannic Majesty's Ships and Vessels; all Captains and Commanders of Ships and Vessels, belonging to Nations in Amity with Great Britain, and at War with France, and whom else it may concern.

" By command of the admiral,
Signed, JOHN M'ARTHUR.

No. XI.

SECRET NEGOCIATION *agreed upon between the French and Spaniards at Toulon, October* 1793.

In Robespierre's *Political Testament*, a pamphlet translated from the French, published by Rivington, there is an account of the secret negociations carried on under Robespierre's direction, with several of the principal states of Europe, written and signed by his own hand. We have extracted the following curious particulars relative to the secret negociation agreed upon, or at least understood, between the French and Spaniards, at the time the latter were coalesced with the British at Toulon:

" When Toulon was delivered up to the English, fortunately they had not troops to take possession of the place and all its forts; they were therefore obliged to ask assistance from their new allies the Spaniards:—English pride would not however stoop to Spanish command, though the troops of Spain at Toulon were more numerous, and her officers superior, both in rank and abilities, to those of England; and this disdain of foreign authority was increased, when a few weeks after troops from Naples and Piedmont landed to be at the disposal of the English commanders. Spanish haughtiness is as great as English pride; consequently mutual jealousy and disagreement took place between the officers and troops of the two nations. The French government must have been stupid indeed not to take advantage of these differences, but the difficulty lay in finding means of sending instructions; happily the connection of one of our agents at Genoa * with a German merchant established at Cadiz,

* It is a most extraordinary fact, well authenticated, that through the medium of the same agent at Genoa, the French Directory, as wishing to out-herod Robespierre in acts of barbarity, actually sold, in the years 1795 and 1796, to

opened a channel for conveying instructions, and what was still more useful, money; and it must be confessed that lucky circumstances much assisted our negociation. The Court of Spain wished to have the French navy sent into Spanish harbours, there to be secured for the son of Louis the XVIth; but the British minister insisted on its either remaining entirely at Toulon, or the greater part to be sent to Gibraltar and England, as the best means of securing it for young Capet, and ensuring to England an indemnification for the vast expence she had been put to by the possession of Toulon. During these negociations between the courts of Madrid and St. James's, news arrived that the English had got possession by treachery of some places in St. Domingo."

[Here Robespierre narrates the arguments employed by his agents to induce the Spaniards to renounce all co-operation with the English, and proceeds thus:]

"Arguments of weight, and especially of golden weight, seldom fail of having some effect: orders were sent to the Spanish commander at St. Domingo not to co-operate with the English, as he had been directed to do some time before, but to conquer what he could for his master; *and the Spanish admirals and generals in the Mediterranean had instructions sent them rather to watch than to act with the English.*

No farther connection could possibly be formed with the Spaniards until General O'Hara was made prisoner by us*; then, however, by means of a female spy, the Spanish officers at Toulon, still more disgusted by the attempts of the English to humiliate them, gave the French commissaries to understand, that a negociation might be opened between them as soon as a messenger which they had dispatched to Madrid should return. At this time the situation of the republican army was dreadful; it was destitute of every thing necessary to carry on a siege, and the want of wholesome nutriment sent the soldiers by hundreds in a day to the hospital and the grave. But this was not all, a general insurrection was every hour expected to burst out in the department round Toulon, where the people had been worked upon by English emissaries, and it was therefore once determined to withdraw the army from before the town, and retreat to the other side of the Durance, when fortunately the Spanish courier arrived, and every thing was settled between my brother† on our part, and Major S—— on the other, with respect to Toulon. This

their allies the Spaniards, several thousands of unfortunate Austrian soldiers who had been made prisoners of war, receiving for them at the rate of a dollar a man, and who were absolutely transported to South America, there to work the remainder of their days at the Spanish mines. These facts are corroborated by a letter we have inserted in vol. i. p. 476.

* 30th November 1793.

† Robespierre the younger was one of the commissaries attached to the French army before Toulon; Buonaparte at the same time commanded the artillery.

sort of a treaty was not signed, and yet I believe few signed treaties were ever better observed, or at least had more endeavours used to make them observed by both parties.

" The Spaniards, in consequence of this agreement, being attacked at an appointed time, *fled on all sides, and left the English every where to bite the dust,* and particularly at a strong hold called by them Fort Mulgrave, where not one Englishman escaped; for after the retreat of the Spaniards they were surrounded on all sides, and had no quarter given *. The ships which the Spaniards were to burn, they did not set fire to; but evacuating, and in the general confusion ordering the Neapolitan and other troops to evacuate those forts which commanded part of the inner harbour, they put it in the power of our troops, not only to have prevented the English from burning the French ships, but also to have destroyed some of the English ships, which were within reach of the forts; but the ignorance of our officers, and the confusion which amidst the darkness of the night prevailed among our soldiers, permitted the English to save their own ships and to burn some of ours. The British ships had, however, more than one escape at this period; *conformably to the agreement*, the Spaniards were to attempt the destruction of some of them by cutting the cables and blowing up in the harbour some old French men of war laden with gunpowder †. This indeed they did, but too late to cause any damage to the English; and it is in this instance alone we have any reason to complain of the Spaniards; for with respect to the magazines and other places which they were to have burnt, though they did put fire to them to prevent their being suspected by the English, yet it was in such a manner as to be very soon extinguished.

" If the Spaniards kept the agreement on the one side, the French government did the same on the other. Port Vendris, and two forts, were, after a sham fight, delivered up to the Spaniards, who had the satisfaction of being thought victorious over the French at a time when the French were victorious over all other nations at war with them, from the borders of the Rhine to the Mediterranean Sea."

* Robespierre is perfectly correct in this, as we are informed from undoubted authority that the French gave no quarter to the English in Fort Mulgrave. Lieutenant Duncan of the artillery, who so eminently distinguished himself afterwards at the siege of Bastia, finding himself left alone, overpowered with numbers, and receiving the thrust of a bayonet in his breast, by a sudden and convulsive exertion disengaged it from his antagonist's musquet, and escaped with it sticking in his body to the beach, being near half a mile distance; and soon after the weapon was drawn out he was so much exhausted by the loss of blood, that he was carried by the surrounding sailors into a boat in a state of insensibility.

† The Iris and Montreal frigates, containing several thousand barrels of gunpowder, were anchored in the Inner Road of Toulon Harbour; and although, as narrated in the Biographical Memoir of Lord Hood, p. 96, the Spanish admiral had pledged his honour to direct these ships to be scuttled and sunk at their anchorage, yet, with the most diabolical intention, the Spaniards set fire to them and blew them up with a tremendous explosion.

The foregoing extraordinary and curious account of the Secret Negociation agreed upon, or at least understood, between the French and Spaniards, so far as it relates to the affairs of Toulon, has been transmitted to us in so *unquestionable a shape*, that we think it but justice to the public, as well as the English publisher, to mention, that through the channel of our information we are able to give additional force to the solemn authentication prefixed to the pamphlet published by Mr. Rivington. But in the first place it is incumbent on us to touch briefly on the proofs adduced by the publisher in support of the authenticity of the Secret Negociation contained in the pamphlet alluded to, and from which we made the foregoing interesting extract.

Mr. Vadier, who was the colleague of Robespierre in the Committee of General Safety, and who is well known at the time of Robespierre's fall to have taken a decided part against him, got possession of the private papers of the accused. Soon after it came to his turn to be denounced, and he himself being obliged to fly, carried the papers with him to Switzerland.

M. Le Gout, a native of Switzerland, for a trifling consideration was allowed to transcribe these papers, and having been private secretary to the unfortunate Clermont de Tonnerre in the time of the first National Assembly, had frequent opportunities of seeing the hand-writing of Robespierre, and was perfectly acquainted with it, and has positively sworn to the originals which he transcribed. A copy of his solemn affidavit is annexed to the preface of the pamphlet alluded to, and the original of which, under the seal of the burgo-master at Nienhus, in the neighbourhood of Hamburgh, is in the hands of the publishers.

In confirmation of these proofs, we are assured by the gentleman who has favoured us with this article of information, that during a period of more than two year's residence at Arras in Artois, between the latter end of 1784 and beginning of 1787, he was personally acquainted with Monsieur Le Gout, then a reputable literary character residing at that place, and who, from being in habits of intimacy with Robespierre, at the same time following the profession of an advocate, must naturally be supposed to be well acquainted with his hand-writing, and which he has, as already mentioned, solemnly sworn to. These testimonials, coming from the channel just mentioned, carry with them such internal evidence of the authenticity of the work alluded to, that with these impressions the public curiosity must be no less excited than gratified in the perusal of the pamphlet entitled ROBESPIERRE'S POLITICAL TESTAMENT, containing an account of all the secret negociations carried on under the direction of Robespierre with several of the principal states of Europe.

[*To be continued.*]

DESCRIPTION OF PLATE XV.

THIS representation of James Fort at Aecra, on the coast of Guinea, where Captain Richard Buckoll, commander of his Majesty's frigate the Trent lies buried, was taken by Mr. Pocock from a plan of Mr. Martin Watts's in 1792. The funeral procession of this deserving young officer is introduced according to the correct account which was sent us.

The English, and Danes, have strong forts at Accra; and each fort has its particular town. The air is here excessively hot, especially from the beginning of September to the end of March; which, with the coolness of the nights, the periodical rains, and the frequent thick, stinking, sulphureous mists, when the flat country is overflowed, makes it very unhealthy, especially to Europeans. Smith says the country about Accra, where the English and Danes have each a strong fort, is very delightful, and the natives courteous, and civil to strangers. The tract of country styled Guinea, extends along the west side of the continent of Africa for 3 or 4000 miles, beginning at the river Senegal, situated about the 17th degree of North latitude (being the nearest part of Guinea, as well to Europe as to North America). From the river Senegal to the river Gambia, and in a southerly coast to Cape Sierra Leona, is comprehended a coast of about 700 miles; being the same tract for which Queen Elizabeth granted charters to the first traders to that coast. From Sierra Leona the coast of Guinea takes a turn to the eastward, extending that course about 1500 miles, including those several divisions known by the names of the *Grain Coast*, the *Ivory Coast*, the *Gold Coast*, and the *Slave Coast*, with the large kingdom of Benin.

The most ancient account we have of the country situated on and between the two great rivers of Senegal and Gambia, is from the writings of two authors, one an Arabian, the other a Moor. The first wrote in Arabic about the 12th century: his works, printed in that language at Rome, were afterwards translated into Latin, and printed at Paris, under the patronage of the famous Thuanus, Chancellor of France, with the title of *Geographica Nubiensis*. The other was written by John Leo, a Moor, born at Granada, in Spain, before the Moors were totally expelled from that kingdom. He resided in Africa; but being on a voyage from Tripoli to Tunis, was taken by some Italian corsairs, who finding him possessed of several Arabian books, besides his own manuscripts, presented him, as a man of learning to Pope Leo the Tenth.

It was about the year 1551, towards the latter end of the reign of Edward the Sixth, that some London merchants sent out the first English ship on a trading voyage to the coast of Guinea.

ANECDOTES OF

MR. SAMUEL STANDIDGE,

WITH AN ACCOUNT OF

THE HULL WHALE TRADE.

From Mr. TICKELL's *History of Kingston upon Hull.* Page 925—1796.

PROJECTS, when wisely laid, and not the wild reveries of a distempered brain, have been productive of the most solid advantages to society. We shall find, in the ensuing traits, that it is to the able projects and spirited exertions of a private individual, that a new and profitable branch of trade has been introduced into Europe, which at this day gives employment to thousands, and brings annually an astonishing revenue into the coffers of his country.

The taking of whales among immense fields of ice, which have been increasing since the Almighty first created the world, will ever be considered as one of the greatest curiosities in nature: and shews us what wonders the adventurous spirit of man, joined to perseverance, is capable of accomplishing. The merchants of Hull were the first in England who entered upon this surprising and hazardous branch of traffic; and we shall presently see, that it is to the abilities and enterprising spirit of a single individual, Mr. Samuel Standidge, that this trade, when lately reduced to a very low ebb in England, and the whole fishery in a manner monopolized by the Dutch, owes its revival, and the prosperous and flourishing condition to which it has attained.

For some time previous to the year 1765, it is well known this trade had been rapidly on the decline in England, and in that year was reduced to such a languishing condition, that no ships were employed in it from Hull, nor from many other sea ports of the nation, and for three or four years preceding, it does not appear that more than eight or ten ships were employed in this trade, and during the above period, ten or twelve sail only from the port of London. It was then the active and adventurous spirit of Mr. Standidge exerted itself to revive and restore a trade which has since that time been prosecuted with so much success by the English nation. In the year 1766, he equipped and sent one ship to the Greenland seas, wholly on his own account. This was considered by all the other merchants as an adventure bordering upon insanity, as all Europe did not at that time afford one precedent: it was regarded as next to

impossible for a private adventurer to prosecute a trade with success, in which so many opulent companies had miscarried.

This ship, however, which had excited such a general admiration in the mercantile world, returned with one whale and four hundred seals. Prior to this period the skins of these animals were generally thrown overboard, as not worth salting; but Mr. Standidge had conceived the idea of turning them to a much more profitable account. In order to this, at a great expence, and with no small trouble, he procured them to be tanned in the country; for the tanners in Hull refused, as they termed it, to foul their tubs with them.

Having so far succeeded, he had shoes made of them for himself and family. And thus was the tanning of seal skins introduced first into England; a discovery of such importance having escaped the penetration even of the sagacious Hollander; and a thing till that time unprecedented in Europe. The only uses they had ever before been put to, were to cover a few trunks, and to make sailor's tobacco pouches of such as had the oil extracted out of them with saw dust, and sold for the trifling sum of three-pence or four-pence each; whereas since the introduction of tanning, they have sold for five or six shillings per skin, and now bring in a very considerable revenue indeed to government, as tanned leather. Stimulated by this success, and the advantages derived to his country through his means, the above gentleman, actuated by the most ardent desire for the further improvement of the Greenland fishery, in the year 1767, fitted out two ships for this trade, in one of which, called the British Queen, he embarked, leaving many profitable concerns at home, and made the voyage himself, from which he returned successful.

The observations and improvements he had made in this voyage, were so important as to induce the Honourable Daines Barrington, Fellow of the Royal Society, to consult him with respect to the exploring of the North Pole; and, was so perfectly satisfied with the information he gave him, that he did him the honour soon after of publishing his letters in a pamphlet he wrote on that subject. He likewise consulted him on the most proper and effectual method to be pursued, in order to ascertain how far navigation was practicable towards that Pole. The delays which Mr. Barrington experienced at that time seem in some measure to have damped his ardour, when Mr. Standidge, in the genuine spirit of enterprize, actually equipped a ship himself, fitted her up suitably to the nature of the voyage she was about to undertake, and would have embarked himself in the course of two days, on the arduous attempt of exploring to the North Pole.

This voyage was however defeated by a circumstance that had not been attended to. Mr. Standidge, it seems, was that year high sheriff

for the town and county of the town of Kingston-upon-Hull, and just as he was upon the point of embarking, he received a message from Mr. Beatniffe, late recorder, acquainting him that the office he bore opposed an insurmountable barrier to his leaving the kingdom, nor could his absence by any means be dispensed with. Subsequent to the year 1767, Mr. Standidge has in his own person twice visited the Greenland seas, actuated by the same motives as in his first voyage.

In the year 1768, the above gentleman fitted out and sent into those seas, three ships, and from his spirit and activity, which spread a general satisfaction through the whole nation, and diffused a spirit of emulation through the trading part of the people, so that several more ships were fitted out from Hull, Whitby, Newcastle, London, Liverpool, Scotland, and the trade flourished; to whose owners, at their request, he readily communicated every information which his experience had furnished him with, for fitting out the ships, and carrying on the trade advantageously.

During the infancy of this trade in England, it was judged expedient to encourage it by bounties at a certain rate per ton, on all ships employed in it.

This bounty, though gradually diminished, has been continued by different acts of parliament down to the present time.

From the superior expertness of masters and officers, and economy of owners, the English have of late been so successful in it, as to afford a reasonable expectation that this bounty may, without injury to the trade, be soon withdrawn.

In order to this, the Honourable Charles Townshend, when he was Chancellor of the Exchequer, requested Mr. Standidge, as knowing him to be one of the most active and experienced ship owners in England, in the Greenland fishery, and one to whose abilities and exertions it was solely owing that the produce of that trade was turned to the best account, to use his utmost endeavours to make the Greenland fishery stand alone, and without bounty.

In the year 1788, Mr. Standidge had no fewer than four ships, of which he was the sole owner, employed in this trade, and three years after, anno 1791, in compliance with the request of the Chancellor, and in order to ease his country of the vast sums annually paid in bounties to those ships, actually fitted out two ships for these seas, and sent them without bounty; which was a transaction unprecedented, and which it seems no merchant before him concerned in this trade, in the present century, had the public spirit to attempt.

Though the vast encouragement this gentleman has given to this important branch of commerce, and the great emolument accruing to the nation, from his introducing into it the art and method of

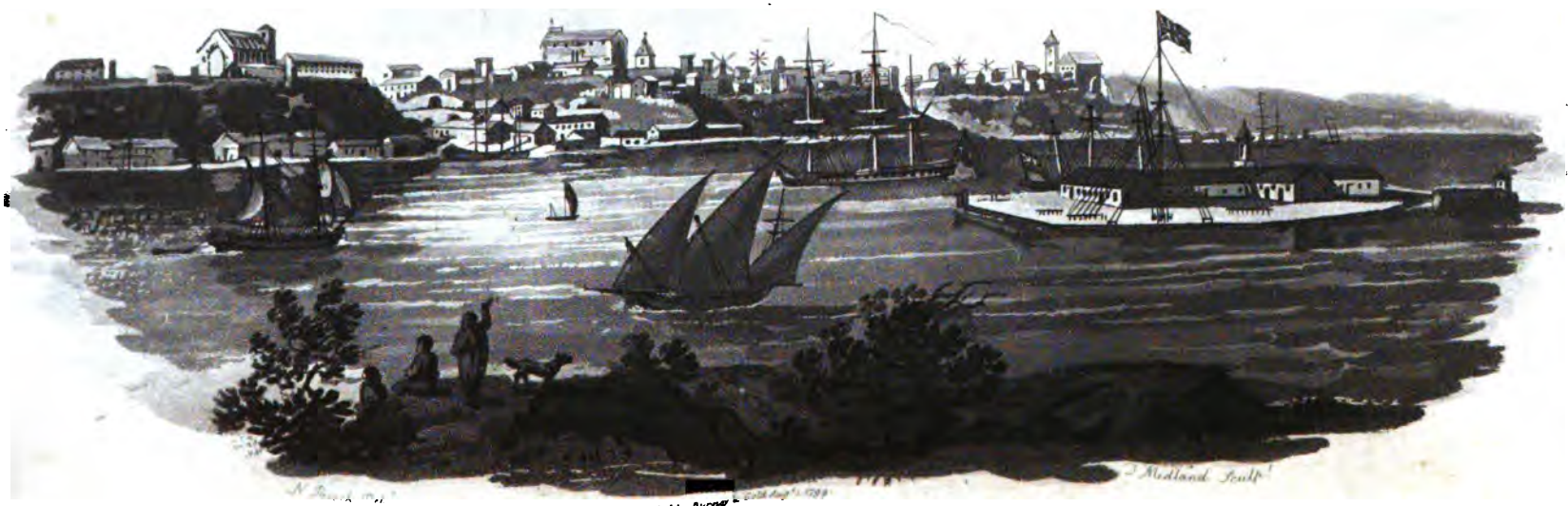
converting the skins of seals into leather, be alone sufficient to rank his name among the public benefactors of his country, yet have all his exertions not been confined to these alone: ever active and enterprizing, he has from early life conduced in no inconsiderable degree, to advance the commerce of this country, to a height which has raised the English to be the first, and most powerful commercial people in the world.

But it is not his own country alone, that has derived all the advantages resulting from the enterprising and hazardous efforts of Mr. Standidge.

The most powerful empire in Europe has profited itself of the proposals he has made to it; and the Admiralty of Russia have done him the honour to acknowledge the great obligations they lay under to him, as will appear from what follows: in the autumn of the year 1769, when hostilities had commenced between the Turks and Russians, and the latter, in their attempt to act as a maritime power, (in which they were greatly assisted by England,) were preparing to send a considerable fleet of Russian men of war into the Mediterranean, to act against the Turks on that side, Mr. Standidge, conceiving that the Admiralty of Russia might find themselves considerably embarrassed in procuring transports to convey the troops, stores, &c. and that the expedition might be delayed on that account, made no doubt but that an offer of ships proper for that purpose tendered to them, would render an essential service to, and be eagerly embraced by that board.

Full of this idea, in the month of October, the same year, he dispatched a letter to Petersburg, which contained an offer of his three ships to the Empress of Russia, as transports on the same freight per ton and month, as he had received from the British Navy Board; and to be exactly on the same conditions in every other respect; and at the same time informing them, that they might through his connections be supplied with any number of ships they might have occasion for. This letter which was addressed to Messrs. Baxter and Co. at St. Petersburg, on its arrival there, was immediately laid before the Admiralty of Russia, and met with a most welcome and gracious reception.

In the month of March following, he received a letter from his friends in that capital, intimating how acceptable his offers had proved, and the great obligations the Admiralty of Russia were under to him; that they had accepted his three ships on the terms and conditions he had proposed, and at the same time requested him, to agree for and charter fifty large ships more, to carry troops and stores.


J. Medland. Sculp.

In April, these transports all sailed from England, and arrived safe at Revel, where they were equipped and prepared for the expedition: in the course of the summer succeeding, the whole fleet with their convoy, consisting of eleven sail of ships of the line, bombs, &c. under the command of Admiral Erf, entered the north sea, and rendezvoused for some time in the Downs; where Mr. Standidge, accompanied by Alexander Baxter, Esq. merchant, Mr. John Wilkinson, broker, and Mr. Measteers, ship-wright, went on board the admiral's ship every day, to consult on conducting the expedition.

This fleet, after continuing about a fortnight in the Downs, rendezvoused for some time at Spithead; from whence it sailed to the Mediterranean, and having arrived at Minorca, departed from thence, and continued its course to the Morea, where it ravaged the islands of the Archipelago, and the adjacent coasts of Greece and Asia: in the channel of Scio, it engaged the Turkish fleet, though considerably superior in force, and defeated and destroyed their whole fleet, except one man of war and a few gallies, that were towed off by the Russians. On the conclusion of the war, which soon after followed, between those two formidable powers, this fleet returned; when the transports were discharged, and honourably paid: and thus had a private gentleman in England no small share in facilitating and advancing an expedition, which adorned with laurels the brow of the Imperial Catharine, and added so much honour to the Russian Flag.

About the commencement of the present year (1796), Mr. Standidge had the honour of presenting two very loyal addresses to his Majesty, who was then most graciously pleased to confer on him the honourable dignity and degree of knighthood, as a mark of royal favour, for those many great and essential services he has rendered his King and Country.

DESCRIPTION OF PLATE XVI.

With an Account of MAHON *Harbour, and the Island of* MINORCA.

THE anxiety with which the public mind is at present directed towards the Mediterranean, made us wish to gratify our readers as soon as possible with a correct view of this commodious and excellent harbour; now, when most wanted, in our possession. The design was made by Mr. Pocock, from a large and most accurate drawing, done at Mahon in 1773, by Joseph Chiesa, for the late General James Johnstone, when Governor;—now in the possession of the Right Honourable Lady Cecilia Johnstone, by whose permission two different views have been copied for the Naval Chronicle.

This design gives the perspective of Mahon Harbour, from a small distance beyond the point of *Cale Figuiere*, to nearly the extremity. It was taken from the northward, opposite to *Cale Figuiere*. The eye, ranging from this point of view, beholds the church and convent

des Carmes—the *Bureau de la Santé*—the port of Mahon—the magazine for victualling the navy—the admiral's house—the parish church—the convent—the town clock—the place to careen the ships—the governor's house—the church of St. François, &c.

Mahon Harbour is full of little coves, similar to Cale Figuiere, which afford excellent anchorage; as indeed does in general the whole harbour, which is chiefly of an equal depth from shore to shore; the bottom is mostly covered with a thick grass, owing to which a light anchor will not take hold: a good scope of cable is therefore necessary to be given before you check the ship.

Mahon Harbour, allowed to be the finest in the Mediterranean, is about 90 fathoms wide at its entrance, but within very large, and safe, stretching a league or more into the land.

I was struck with astonishment, says Mr. Armstrong, in his History of the Island of Minorca, on reading the romantic description it has pleased Cardinal de Retz to give the world of Mahon Harbour; I shall transcribe it at length, as I find it in the Amsterdam edition of his Memoirs, printed in 1718, p. 301 of the first volume:

Port Mahon, qui est le plus beau de la Mediterranée.—Son embouchure est fort étroite, et je ne crois pas que deux galeres à la fois y pussent passer en voguant; il s'elargit tout d'un coup, et fait un bassin oblong qui a une grande demi lieüe de long; une grande montagne qui l'environne de tous les côtez fait un théatre, qui par la multitude et la hauteur des arbres dont elle est couverte, et par les ruisseaux qu'elle jette avec une abondance prodigieuse, ouvre mille et mille scenes qui sont sans exageration plus surprenantes que celles de l'opera; cette même montagne, ces arbres, ces rochers couvrent le port de tous les vents, et dans les plus grandes tempêtes, il est toûjours aussi calme qu'un bassin de fontaine, et auſſi uni qu'une glace.—Minorque donne encore plus de chair et de toutes sortes de victuailles necessaires à la navigation, que Mayorque ne produit de grenades, d'oranges et de limons.—Dans ce beau lieu la chasse étoit la plus belle du monde en sorte de gibier, et la peche en profusion.

"Port Mahon is the finest in the Mediterranean.—The entrance is very narrow, and I do not think that two galleys could row by each other there; but it widens all at once, and forms an oblong bason of a good league in length, and more than half a league over. A great mountain surrounds it on every side, and forms a kind of theatre, which in the number, and great height of the trees with which it is covered, and the streams it sends forth in vast abundance, presents to the view an infinite variety of scenes, much more astonishing, without exaggeration, than those of the opera. This mountain, these trees and rocks, shelter the port on every side from the winds, so that in the most tempestuous weather it is as calm as a bason, and as smooth as a piece of ice. Minorca furnishes more fresh meat, and

all sorts of provisions for the use of ships, than Majorca does of pomegranates, oranges, and lemons.—In this delightful place we found every kind of game, and a profusion of fish."

Mr. Armstrong is of opinion that this description is very incorrect, for the harbour is not surrounded by a mountain, though the land is high in some places; there are no high trees, nay scarcely any trees near it, nor is it probable there ever were many; no stream of water falls into it, and boats are frequently overset here by sudden flurries of wind.

To sail into Port Mahon, they bring Mount Toro to bear with the middle of the harbour, and so keep it till they are got the length of Bloody Island, taking care not to come too near Philipet, where there is a sunk rock: they are then in nine or ten fathoms water, and good ground. If they would go above Bloody Island, they must leave it on the right hand, and there is water enough quite up to the key of the Town. Whenever they would approach the Cape Mola side, they must keep the lead a-going, for the water shoals every where there; whereas there is a sufficient depth on the other side, for the most part, from one end to the other.—The latitude of Mahon Harbour is 39° 40′ North.

There is a good key at St. Philip's for the use of ships. Between Fort Philipet, and the Cape Mola shore, is an opening, which has been sometimes fatally mistaken for the mouth of Mahon Harbour. On the elevated top of Cape Mola is the signal-house, from whence the garrison has due warning on the approach of ships and vessels from sea: a bush hung out used to denote a small vessel, a ball a ship, two or three balls the same number of ships, and a flag a fleet; these signals were hoisted on the side where the ships appeared.

The town of Mahon derives its name from Mago, the Carthaginian general, who is universally allowed to have been its founder. It stands on an eminence on the west side of the harbour, the ascent pretty steep, and contains a large church, three convents, the governor's palace, and some other public edifices. It is large, but the streets are winding, narrow, and ill paved. There is a fine wharf at the foot of the hill, on which Mahon stands, the western end of which is set apart for careening, and repairing, his Majesty's ships. The depth of water is such, that ships of the largest size can come close to the quay. A mile below Mahon is English Cove, the watering-place for the Navy; the harbour is there a mile over, almost the greatest breadth. Half a mile lower, and within a mile of St. Philip's, is Bloody Island: it lies nearly in the middle of the channel, but the deepest water is on the Mahon side. On Bloody Island is a capacious naval hospital, whose area is twelve acres. The fortress of St. Philip stands on a neck of land near the entrance of the harbour, which it covers.

Minorca, situated between 39 and 40 degrees of N. latitude, and near four degrees of E. longitude, is one of those islands which were called by the Romans, *Baleares*; it is about thirty-three miles in length from north-west to south-east, in breadth from eight to twelve, but in general about ten miles; nearly the same size as the Isle of Wight. It contains 236 square miles, and 151,040 square acres: in compass it is sixty-two miles. The whole island is divided into four terminos: the termino of Mahon, bounded on three sides by the sea; the termino of Alaior; the united terminos of Mercadal and Fererias; and the termino of Ciudadella. The city of Ciudadella was once the capital of the island, and still makes a venerable and majestic figure, even in its ruins.

The whole coast of Minorca lies low. The surface of the island is rough, and unequal, and in many places divided by long narrow vales of a considerable depth, called *Barancoes* by the natives; they begin towards the middle of the island, and after several windings terminate in the sea. The air of this island is much more clear and pure than in Britain: in rough weather the spray of the sea is driven over the whole island. During the whole year the thermometer seldom rises much above the 80th, or falls below the 48th degree. The winds are very boisterous about the equinoxes, and sometimes during the winter; at other times they are generally moderate, and, according to the observations of seamen, they rarely blow in the same direction near the islands adjacent to the Gulph of Lyons, as in the open sea. During the summer there is commonly a perfect calm in the mornings and evenings; but the middle of the day is cooled by refreshing breezes which come from the east, and following the course of the sun, increase gradually until two or three in the afternoon, after which they insensibly die away as night approaches. Minorca first fell under the power of the Romans, afterwards of the northern barbarians; from them it was taken by the Arabs, who were subdued by the King of Majorca, who surrendered it to the King of Spain. The English subdued it in 1708, under General Stanhope*; it came under the government of the French in June 1756; was restored to this Country by the treaty of Paris in 1763; surrendered to the Duc de Crillon, Commander in chief of the combined armies of France and Spain, on the 5th of February 1782; and again came into the possession of the English on the 15th of November 1798, when attacked by the Squadron under Commodore Duckworth, with troops commanded by the Honourable General Charles Stuart.

* General Stanhope, with 2000 men, assisted by Admiral Sir John Leake, landed in Minorca September 14th, 1708, and St. Philip's capitulated on the 29th.

NAVAL LITERATURE.

Voyages to the East Indies, by the late John Splinter Stavorinus, Esq. *in the Years* 1768, 1771, 1774, *and* 1778, *Rear Admiral in the Service of the States General; concluded from Page* 63, *of our last; Vol. II.* 512 *Pages, and Vol. III.* 575 *Pages, considered.*

THE part of this work which contains the voyage to Samarang, Macasser, Amboyna, and Surat, commences in the second volume, and is full of interesting and valuable remarks, narrated in a style and manner superior to the preceding volume: the whole is well calculated to furnish the public at the present moment, with information respecting those valuable acquisitions of the Dutch, the greater part of which, we hope, will be annexed to the possessions of our own Country. These volumes will be found very useful to any naval officer going to the East Indies, and more particularly to commercial men.

Our author informs us it was the opinion of an intelligent planter at The Cape, that there is a safe birth for ships in Muscle Bay, where they might even be sheltered from the E. S. E. wind; to this observation the following sensible note is added by Mr. Wilcocke the translator:

This harbour, though rather open to the easterly winds, and not resorted to by ships except in cases of necessity, might, in many respects, prove very useful were it better known. Sparrman informs us, that there is a good sandy bottom for anchorage, and a small creek or inlet to the south-west, with depth of water sufficient for a ship, and a rill of fresh water running into it. On the north side of the bay, there is a flat shore, where boats may approach with safety. In the journal of the voyage of the Dutch admiral P. Van Caerden, there is an account of the first discovery of this bay; that Commander returning in 1601, with two ships, from the Indies, cast anchor on the 8th of July here, to repair one of the vessels that was very leaky, and had lost a great part of her sheathing; they found no other refreshments than water and muscles, and hence they gave the bay the name of Muscle Bay; they left it on the 14th, after having completed the purposes for which they entered it: these vessels coasted along from this place to the Cape of Good Hope; and likewise cast anchor in, and

gave names to, Vleesch or Flesh Bay, and Visch or Fish Bay, calling them from the nature of the supplies of provisions they obtained in each. The narrow policy of the Dutch East India Company has always been directed to prevent the true situation of the whole of this coast from becoming known. Little, therefore, can with certainty be said of it; but if secure harbours be discovered along it, the benefits to be derived from them would be very important. Farther to the eastward, is Agoa, or Blettenberg's Bay, which, though it is only an open road, is spacious, and affords good anchorage for the largest ships, sheltered from the north-east, west, and south winds; there is plenty of fresh water, the bay abounds in fish, and the rocks are covered with excellent oysters. The finest timber grows in the neighbourhood of these bays; and if, instead of having it brought by land-carriage to the Cape, a navigation were established, the difference would be immense, both to the sellers and to the buyers. Among the various sorts of timber, either unknown or extremely rare in Europe, the following abound here, viz. *geelhout*, or yellow wood (*ilex crocea*), which is of a yellow colour, almost like box, and of a close texture; it is used for making of furniture; *buckuhout* (*olea capensis*); *roode else*, or red alder (*cunonia capensis*); the *keureboom* (*sophora capensis*); *zwarte yzerhout*, or black ironwood (*gardenia rothmannia*); *zwarthast* (*royena villosa*); and *doornhout*, or thorn-wood (*mimosa nilotica*); which are all used in the construction of waggons and their appurtenances; *essenhout*, the ash (*ekebergia capensis*), which is hard and of a close texture, and is used for making of tools and implements of various kinds; *olyvehout*, olive wood (*olea Europea*), which is a heavy, strong wood, of a brown colour, used in the construction of mills; *wilde catjepiering* (*gardenia thunbergia*), a strong kind of wood used for clubs; *stinkhout*, or stinkwood, which is a beautiful brown wood, like *walnut-tree wood*; household furniture of all kinds is made of it; it is susceptible of the finest polish, *and has the valuable property of being proof against the attacks of worms*; it has its name from the excrementitious odour which it exhales when cut down, but which goes away as soon as it is dried; *camassiehout*, which is used for veneering; it is one of the finest and heaviest kinds of wood. Some of these might, perhaps, if access to the immense forests which produce them were easy, become articles of trade, even to Europe.

Mr. Stavorinus was of opinion that the iron spindles for the vanes of ships, which are generally used at the top-mast-heads, are very dangerous in storms of lightning, as they must attract the electric matter: the top-masts of his ship had knobs instead. The directions which he has given

respecting the navigation from Batavia, to Samarang, appear the result of much nautical observation:

On leaving the road of Batavia, steer for the island of Edam; then between that and the island Leyden, or else between Leyden and Enkhuizen; and afterwards round Point Carawang, and so far from the shore, to have offing enough to pass the reef which runs out from Sedary; the lead is in this respect the best guide, since you must not suffer it to shoal more than ten fathoms, till this reef be passed, of which you may be certain, in the day-time, when the high trees of Sedary, which are a few single trees, easily to be distinguished on account of their height, bear S. S. W. and in the night, steering to the east, in twelve fathoms water, it deepens when you are past the reef; upon which steer more southerly, keeping however your depth, into the bight of Pamanoekan, till the water shoals to ten and nine fathoms, when you must steer again more east, in order not to approach too near the shore of Java; you may be sure you will then run clear of the rock, upon which the Castle of Woerden was lost, although there is sixteen fathoms water close to it: but the safest is to anchor here, during the night. Having doubled the point of Pamanoekan, steer for that of Indraymaye, in ten, eleven, twelve, and thirteen fathoms water; upon approaching the last, be sure to keep in those depths, to avoid falling upon the reef of Cheribon, which having passed, steer as much to the southward of east, as to retain nineteen or twenty fathoms depth; or in the day-time, keeping within sight of the shore, till you begin to near Pamalang, when you must steer so far off shore as to double the rock which lies N. E. by N. from that place: you will then come in sight of the hills of Tagal, Samarang, and the Two Brothers; when the last bear due south, steer for the shore, and afterwards along it, till the ensign's staff of Samarang bears S. S. E. and let drop your anchor, in five, or four and a half, fathoms. All along the north coast of Java, the bottom is a soft clay.

In the course of this volume some errors are noticed in the Dutch charts:

We here perceived that the south coast of Java, instead of being laid down, in the Company's charts, with requisite accuracy, is, on the contrary, placed very erroneously; for, with the course which we had steered at night, we ought, according to the charts, not only not to have approached the land, but to have bore away from it more and more. I am not the only one, who has been deceived in this respect, for having accidentally on board a journal of the Company's ship Zuidbeveland, commanded by Captain Halfman, I found the same occurrence noted down in it, at the same place.

It is really to be lamented, that so powerful a body as the East India Company, and whose prosperity so much depends upon the safe and prosperous voyages of their ships, should trouble themselves so little with the improvement of navigation in general, and the correction of their charts in particular. I could adduce many instances of their faultiness, both with respect to the Indies, and to the coast of Africa. Other nations pursue this object with indefatigable assiduity, especially the English, whose maps are, in general, infinitely preferable to our's.—We sailed till the 28th of January, east and north, without seeing any land. In the morning of that day, at sunrise, we discovered two islands, from the masthead, bearing N. N. W. which we conceived were the little Pulo Lauts, or Water Islands. We at first thought, that they were the Noussa Linas: but whichever they were, this is certain, that neither the one, nor the other, are placed in their true situations, in the Company's charts.

Much stress is laid, among the Company's servants, upon the great danger of the navigation to the eastward of Batavia, which may possibly be encouraged underhand, for political reasons, by persons in power; but I did not, in fact, find it so bad, at least as far as Celebes, or Macasser, as is pretended. It would be well if the charts of these parts, which the Company give to their vessels, were correct; it is this that makes the navigation so dangerous. None of the islands which I met with, except the group called the Hen and Chickens, are laid down in their true latitudes, as may be proved by my log-book, and those of other ships. This inaccuracy not only render these charts useless, but likewise extremely dangerous; for instead of being, as they ought, the surest guide and dependence of the navigator, they mislead him, and become his bane. It is not impossible, but this may be purposely left so, and that it is an adopted opinion, that it is better to expose a few ships to the danger of shipwreck, than to correct errors, which might operate to render the navigation towards the Spice Islands difficult and hazardous for other nations; for it cannot be pretended, that this notorious faultiness is unknown to the Company, since the Commander of every vessel, on his return to Batavia, must deliver a journal of his voyage to a master mapmaker, or hydrographer, specially appointed for that purpose; and no one, who, in any degree, deserves the name of seaman, can pass over such gross mistakes, without noting them down in his log book: for my own part, at least, I have seen, and had in my possession, for a long time, several log-books, in which the same errors, which I have just noticed, have been equally mentioned.

The government at Batavia, moreover, strictly enjoin the Commanders of all vessels, not only duly to note all such matters in their log books, but likewise to give a particular account thereof to the

governor general, or to the chief of the settlement where they arrive, agreeably to the resolution, to that purpose, taken on the 10th of December 1771; and yet the charts have never been altered, since that period, no more than before.—The next day, being the 1st of February, we discovered, a little before sunrise, the Tonins, or Tunny Islands, which are three in number, but which we now saw in one, bearing N. by W. as likewise the islands the Salinas, bearing N. W. by W. We then steered E. N. E. for the islands the Three Brothers, which, together with the island Tanakeke, we got sight of at eleven o'clock, A. M. the latter bearing east, and the former E. N. E.

Keeping this course, we steered for the northernmost of the Three Brothers; shortly afterwards we saw the high land of Celebes, and found, at noon, by a good observation of the sun's altitude, that all these parts lie twenty minutes, or five leagues, more to the southward, than they are laid down in the charts.

Along the coast of Java the Tide rises once in twenty-four hours. In the bad monsoon *kwaade mousson*, or when the west winds blow, it is high water in the day time, and low water at night; and during the good, or east monsoon, the contrary takes place. When it is low water without the banks, the rivers are at the highest; and the moon seems to have no influence here upon the tides. Mr. Stavorinus gives an ample account of the different Dutch East India Islands, particularly that of Celebes. The men of Bern*, in this island, are in general good warriors, both at sea, and on land; the richest among them are merchants; the others employ themselves in the building of Proas, an account of which is subjoined by Mr. Wilcocke:

They build their proas, which they call *paduakans*, very tight, by dowling the planks together, as coopers do the parts that form the head of a cask (and putting the bark of a certain tree between, which swells), and then fit timbers to the planks, as at Bombay, but do not rabbet, as it is called, the planks, as is done there. In Europe we build reversely; we set up the timbers first, and fit the planks to them afterwards. They are bigotted to old models and fixtures in fitting their vessels: the largest never exceed fifty tons: they have their bow lowered, or cut down, in a very awkward manner, so as to be

* This province reaches from the river Bampang eastward, along the sea-coast, to the point of Lasem, called Lassoa in the Dutch charts, and thence northward, to the point of Cadjang; on the Canside it borders upon Bocle Comba, Tourang, and Kadjang, belonging to Bocle-bocle.

often under water; a bulk head is raised a good way abaft the stem, to keep off the sea. They have a tripod mast, with a high pointed sail: the tripod mast is made of three stout bamboos; two rising from the sides, and one from the fore part of the vessel, lashed together at the top: the two feet abreast are bored at the lower end across, with holes about three inches in diameter; and these holes receive the two ends of a piece of timber, which goes across, like a main shaft; on these the two abreast parts of the tripod turn, as upon a hinge; the fore part of the mast is fixed forward, like a main stay, to a knee amidships, with a forelock: by unlocking the forelock, the mast is struck in a moment.

To this may be added a description of one of The Chinese Junks, which trade from that country to Macasser:

On my former voyage, (says our author,) when I was at Batavia, I wanted very much to have seen the inside of a Chinese junk. These are called here *Wankon*, and as there was one lying alongside of my ship in the road, I took the opportunity of gratifying my curiosity. As soon as I came on board, with the company that were with me, we were received with great politeness by the Chinese chiefs; and tea, confectionery, and fruits, were set before us, previous to our taking a view of any thing. This vessel carried three masts, of which the largest and middlemost was nearly of the same thickness as the main-mast of my ship the Ouwerkerk, (a ship of one hundred and fifty feet in length,) and it was made of one entire piece of timber. The length of the junk, from the exterior of the stern, to the extreme point of the head, was, according to my computation, one hundred and forty feet. The hull was separated into as many different divisions as there were merchants on board, each having a distinct place to stow his commodities in. The water was likewise distributed in several reservoirs, and being started in bulk, was drawn up by buckets, through hatches which opened in the deck. The furnace for cooking was by the larboard side of the mainmast upon the deck; for these vessels have but one deck; and we saw the victuals dressed there, in a much cleaner and neater manner, than is practised on board of European ships. At the stern were several tiers of little cabins, or huts, made of bamboos, as well for the officers of the vessel, as for the merchants. Exactly in the middle between these, was the steerage; and in the center of it, was a sort of chapel, in which their *Joss*, or idol, was placed: they bring every year a new one with them from China, which is then placed in their temple, and the old one of the former year is taken away, and carried back to China; and they never begin to land any part of the cargo, until the image of this idol,

which is made of gold, and is about four inches high, has been sent on shore out of the junk: both on board, and on shore, they continually burn lights and incense, and in the evening some silver paper, before the idol. The rudder is not attached to the vessel by pintles and googings, but it is hung in ropes, made of cane, and is very different in shape from those we use. Their anchors are crooked pieces of timber, to which heavy stones are tied, to make them sink. The whole of their tackling, both cordage and sails, is made of cane.

The small vessels called Corrocorros, and Orembays, are thus described by the translator:

A *Corrocorro* is a vessel fitted with outriggers, having an high arched stem and stern, like the points of a half-moon. They are chiefly used by the inhabitants of the Molucca islands, and the Dutch have fleets of them at Amboyna, which they employ as guardacostas. They have them from a very small size, to above ten tons burthen. On the cross-pieces, which support the outriggers, are often put, fore and aft, planks, on which the people sit and paddle, besides those who sit in the vessel on each gunnel. In smooth water they can be paddled very fast, as many hands may be employed in different ranks, or rows. They are steered with two commoodies, (broad paddles,) and not with a rudder. When they are high out of the water they use oars, but on the outriggers they always use paddles. An *Orembay* we conceive to be a small *corrocorro*, without outriggers.

The great quantity of timber, of all kinds, that is found at Amboyna, may hereafter make this province of great importance to the New World, which will probably arise during the ensuing Century in this quarter of The Globe:

The Nani Tree yields a timber that is almost imperishable; the Chinese use it for anchors, and rudders; it withstands all weathers, and yields but slowly to the powerful agency of fire. At the conclusion of Valentyn's* account of the trees of Amboyna, he assures the reader, that the most laborious exertions of a long life, would not suffice to become acquainted with all the trees, which grow on the lofty and woody mountains, the extensive and impenetrable forests of Amboyna; and that the vast number, which he has noticed, seventy-two of which he gives representations, are but a small portion of the whole.

* Published in Dutch at Amsterdam in 1724, in five vols. folio, with upwards of 1000 plates, containing a description and history of the East Indies. This work is scarce even in Holland.

All seas have had their monsters, but those of Amboyna still remain:

There is, say the Amboynese, and likewise the Macassers, a monster that has its abode in these seas; which they describe as having a thousand legs, all of them so large, that if it lay but one of the thousand upon any vessel, it must immediately founder; and yet this Monster is believed to be afraid of a common cock: whence these poor superstitious people will never put to sea without having a Chanticleer on board.

The marine offering of the Amboynese to the evil spirit, when their vessels pass a certain hill on the south coast of Ceram, though it affords a beautiful idea to heighten the imagination of the painter, is a melancholy proof of the weakness of human nature unassisted by revealed religion:

They lay a few flowers, and a small piece of money, into empty cocoanut shells, which they set afloating in the water: if it be in the evening, they put oil into them, with little wicks, which they set alight, and let them burn out upon the water: they are persuaded that, by this means, they have appeased the Evil Spirit, and that he will not raise any storm against them.

Springs are very numerous at Amboyna: only on going along the shores of the bay, and scooping, where there is the least portion of beach, a small hole in the sand, it is immediately filled with sweet fresh water; and that even sometimes at no greater distance than five or six feet from the salt water.

It has long been a serious complaint, that ships built in the present day, do not last near the period they used formerly to do. This, in a great degree, is certainly owing to the prevailing mode now in use, of closing up the whole of a ship's bottom, after the decks are fixed; whereas formerly the bottom was left open for a considerable time, that all the moisture might have a drain. Mr. Stavorinus gives the following account of a ship at Surat, which merits to rank with our own venerable Royal William:

The ships which are built here, cost, it is true, very dear; but they are able to navigate the seas for a hundred years together. There was a ship here in existence, which performed a voyage to Mocha

and back in the year 1770, being freighted on account of Mr. Sluiskens, the second of the Dutch factory at Surat, of which the time when it was built is not known; and only that, in a letter, written by Mr. Zwaardekroon, the then director of Surat, to the government at Batavia, in the year 1702, it is called the old ship; although from that time, till the year 1770, it performed an annual voyage to the Red Sea.

This ship was always known by the appellation of the holy ship, because the pilgrims from India, going to, or returning from, Mecca, always took their passage on board of her; and, on the same account, that ship had a peculiar privilege at Mocha and Jedda, of taking on board a certain number of chests and boxes, free of duty; which privilege was the more valuable to the owners, as the duties exacted at those places are excessively high.

When I was at Surat on my first voyage, the ship was aground, about half a Dutch mile below the city, and so near falling to pieces, that I did not think the owners would be at the charge of repairing her again; in effect, when I was at Surat, in the year 1777, on my second voyage thither, she was, as I have before mentioned, entirely destroyed by the last violent afflux of the river.

I computed it to be one hundred and thirty, or thirty-five, feet, from stem to stern. It was built like a frigate, with three masts, and cut away full as sharp at the bow as our ships. The stern, as tradition says, had been that of an English ship, which was lost in this river; it has at least much resemblance to the representation of the ships of the last century. It had two decks, likewise a quarter-deck, and forecastle; the gun room was very large; the height between the decks was scarcely five feet; the cabin was adorned within with a great deal of carving, and not the least piece of wood was left without some foliage or imagery. Upon the quarter-deck were, as in our ships, little huts or cabins, and before them a fixed awning, such as we call a *Wafelkraam*; the catheads were excessive heavy pieces of timber, twice as large as those of a ship of one hundred and fifty feet. The cables run over the top at the bow, in a deep notch, as our towlines are done. The bowsprit was not fixed upon the stem, but at the right side of it.

The ship belonged to a Turkish merchant called Tjillebe, who had several other ships. He is one of the principal merchants of the city, and greatly respected by the nabob.——

They do not build their ships in the same manner as the Europeans; most of the timbers are fitted in after the planks have been put together. There was one built while I was at Surat, in what is called the English Yard; it appeared to me to have about one hundred feet length of keel: it stood in a kind of graving-dock, if a large

excavation, closed towards the river by a dam, without a stone facing, or any thing that resembled it, may deserve that appellation *.

They do not put the planks together as we do, with flat edges towards each other, but rabbet them; and they make the parts fit into each other with the greatest exactness, bestowing much time and attention upon this operation; for this purpose, they smear the edges of the planks, which are set up, with red lead, and those which are intended to be placed next, are put upon them, and pressed down, in order to be able to discern the inequalities, which are marked by the red lead, and afterwards taken away: they repeat this till the whole fits exactly; they then rub both edges with a sort of glue, which becomes, by age, as hard as iron, and they cover it with a thin layer of capoc, after which they unite the planks so firmly and closely with pegs, that the seam is scarcely visible, and the whole seems to form one entire piece of timber.

They fit the timbers and beams in the same way to the planks; so that a piece of wood is sometimes put in and taken out more than ten times before it is fixed for good and all †.

Instead of bolts, they make use of pieces of iron, forged like spikes, the point of which is driven through, clenched on the inside, and again driven into the wood. They make the iron which they employ for this purpose very tough and flexible ‡.

The tediousness of their method, together with the dearness of timber they employ, which must be brought hither from distant places, makes ship-building very dear here; but, at the same time, their vessels are very lasting, and can go to sea for many years, before any repairs of the hull are at all wanted. Caulking of the seams, as may easily be conceived, does not come in question here; for if they once give way, the whole bottom is of very little value.

* They do not launch their ships, as we do, from slips; but, when sufficiently finished for floating, they dig through from the water to the sort of docks mentioned above, which they call cradles, where the ships are, as it were, dropped into the stream that is brought up to them.

† The knees, or crooked timbers, are generally of the natural growth in that form, without being forced or warped by fire, especially where particular care is taken of the construction, and no expence spared.

‡ They have also a peculiar way of preserving their ships' bottoms, by occasionally rubbing into them an oil which they call wood-oil, which the planks imbibe, and it serves greatly to nourish and keep them from decay. The masting generally used in the country-ships, are pohoon-masts, chiefly from the Malabar coast; but for the cordage, what is worth any thing, must come from Europe; their coir-ropes being, for either running or standing rigging, more harsh and untractable than what is produced from hemp. Coir-cables, however, are very serviceable, and have their excellencies, as we have before seen, in opposition to the European cables; they last much longer in salt water, fresh being apt to rot them. Their anchors are mostly European, our iron being much superior, and better worked. With sails, they are very well supplied by the country-manufacture of cotton made into a sailcloth called *Dungaree*, which, though not so strong or lasting as canvass, Hollands duck, or vitry, is, whilst in use, more pliant, and less apt to split than they are. For pitch, they have the gum of a tree called *Dammer*, which is not at all inferior to the other.

The Ship that I saw building, was contracted for seventy-five thousand rupees, or £.112,500—Dutch, and was intended to load one thousand nine hundred canassers of sugar, or one hundred and ninety lasts.

Mr. Wilcocke informs us, in a note at the close of the third volume, that the Dutch manner of navigating a ship is peculiar to themselves:

They steer by the true compass, or rather endeavour so to do, by means of a small moveable central card, which they set to the meridian; and whenever they discover the variation has altered 22 degrees since the last adjustment, they again correct the central card. This is steering within a quarter of a point, without aiming at greater exactness. The officer of the watch, likewise, corrects the course for lee-way, by his own judgment, before it is marked down in the log-board. They heave no log. Their manner of computing their run, is by means of a measured distance of forty feet, along the ship's side: they take notice of any remarkable patch of froth, when it is abreast of the foremost end of the measured distance, and count half seconds till the mark of froth is abreast of the after-end. With the number of half seconds thus obtained, they divide the number 48, taking the product for the rate of sailing in geographical miles in one hour, or the number of Dutch miles in four hours. It is not usual to make any allowance to the sun's declination, on account of being on a different meridian from that for which the tables are calculated: they, in general, compute the numbers just as they are found in the table. From all this, it is not difficult to conceive the reason why the Dutch are frequently above ten degrees out in their reckoning.

As a taste for the perusal of voyages seems at present to have returned to our countrymen, after a long interval, any attempt to render those more known, which have been undertaken by foreign navigators, will doubtless meet with that encouragement from the public, which it merits: it is a field where much still remains to be performed, and of which the labour promises to be advantageous. From the above extracts our readers will judge of the merits of the translation, and of the valuable additions of Mr. Wilcocke.—These volumes also contain

1. A map of the western arm of the Ganges.
2. Sketch of Saldanha, Table, Wood, and False Bays.
3. Chart of the passage from Batavia to Amboyna.
4. Map of Great Java.

NAVAL POETRY.

Nor let the sons of letter'd pride despise
Germs, whence the vig'rous shoots of valour rise;
So Attic freedom own'd Harmodius' strain,
So rous'd Tyrtæus' song the Spartan train. PYE's NAVER.

EVENING, SEA SHORE.—MALLET.

And now the Sun,
Declin'd, hangs verging on the western main,
Whose fluctuating bosom, blushing red
The space of many seas beneath his eye,
Heaves in soft swellings murm'ring to the shore:
A circling glory glows around his disk
Of milder beams; part, streaming o'er the sky,
Inflames the distant azure; part below
In level lines shoot through the waving wood,
Clad half in light and half in pleasing shade.

MORNING.—MALLET.

'TIS morning, and the Sun his welcome light,
Swift, from beyond dark Ocean's orient stream,
Cast thro' the air, renewing Nature's face
With heav'n-born beauty; o'er her ample breast,
O'er sea and shore light Fancy speeds along
Quick as the darted beam from pole to pole,
Excursive traveller. Now beneath the north,
Alone with Winter in his inmost realm,
Region of horrors! Here, amid the roar
Of winds and waves, the drifted turbulence
Of hail-mix'd snows, resides th' ungenial power,
For ever silent, shiv'ring, and forlorn.
From Zembla's cliffs on to the straits surmis'd
Of Anian eastward, where both worlds oppose
Their shores contiguous, lies the Polar Sea,
One glitt'ring waste of ice, and on the morn
Casts cold a cheerless light. Lo! hills of snow,
Hill behind hill, and Alp on Alp, ascend,
Pil'd up from eldest age, and to the sun
Impenetrable, rising from afar
In misty prospect dim, as if on air
Each floating hill, and azure range of clouds:
Yet here, ev'n here, in this disastrous clime,

Horrid and harbourless, where all life dies,
Advent'rous mortals, urg'd by thirst of gain,
Thro' floating isles of ice and fighting storms,
Roam the wild waves in search of doubtful shores,
By west, or east, a path yet unexplor'd.

SHIPWRECK,

Beheld from the Shore of ST. KILDA *in the Orkneys.—Time, Evening.*

MALLET.

The sea-pie ceas'd
At once to warble; screaming from his nest
The Sulmar soar'd, and shot a westward flight
From shore to sea: on came, before her hour,
Invading Night, and hung the troubled sky
With fearful blackness round: sad Ocean's face
A curling undulation shiv'ry swept
From wave to wave; and now impetuous rose,
Thick cloud and storm, and ruin on his wing,
The raging South, and headlong o'er the deep
Fell horrible, with broad-descending blast.
Aloft, and safe beneath a shelt'ring cliff,
Whose moss grown summit on the distant flood,
Projecting frowns, Aurelius stood appall'd!
His stunn'd ear smote with all the thund'ring main,
His eye with mountains surging to the stars,
Commotion infinite!—Where yon last wave
Blends with the sky its foam, a ship in view
Shoots sudden forth, steep falling from the clouds,
Yet distant seen, and dim; till onward borne
Before the blast, each growing sail expands,
Each mast aspires, and all th' advancing frame
Bounds on his eye distinct: with sharpen'd ken
Its course he watches, and in awful thought
That Pow'r invokes whose voice the wild winds hear,
Whose nod the surge reveres, to look from heav'n,
And save, who else must perish, wretched men,
In this dark hour, amid the dread abyss,
With fears amaz'd, by horrors compass'd round.
——————————And lo! his secret seat,
Where never sun-beams glimmer'd, deep amidst
A cavern's jaws voraginous and vast,
The stormy Genius of the Deep forsakes;
And o'er the waves, that roar beneath his frown,

Ascending baleful, bids the Tempest spread,
Turbid and terrible with hail and rain,
Its blackest pinion; pour its loud'ning blasts
In whirlwind forth, and from their lowest depth
Upturn the world of waters. Round and round
The tortur'd Ship, at his imperious call,
Is wheel'd in dizzy whirl: her guiding helm
Breaks short; her masts in crashing ruin fall,
And each rent sail flies loose in distant air.
Now, fearful moment! o'er the sounding hull
Half Ocean heav'd, in one broad billowy curve
Steep from the clouds with horrid shade impends.—
Ah, save them, Heav'n! it bursts in deluge down
With boundless undulation: shore and sky
Rebellow to the roar! at once ingulf'd,
Vessel and Crew beneath its torrent swept,
Are sunk to rise no more.—Aurelius wept!
The tear unbidden dew'd his hoary cheek:
He turn'd his step; he fled the fatal scene,
And brooding in sad silence, o'er the sight
To him alone disclos'd, his wounded heart
Pour'd out to Heav'n in sighs: Thy will be done,
Not mine, Supreme Disposer of events!
But Death demands a tear, and man must feel
For human woes: the rest Submission checks.

REFLECTIONS

During an EVENING'S WALK *on the* BANKS *of the* AVON.

SLOWLY thy flowing tide
Came in, Old Avon, scarcely did mine eyes,
As watchfully I roam'd thy green-wood side,
Behold the gentle rise.

With many a stroke and strong,
The lab'ring boatmen upward ply'd their oars;
And yet the eye beheld them lab'ring long
Between the winding shores.

Now down thine ebbing tide
The boat unlabour'd quickly flits along;
The helmsman idly marks its easy glide,
And sings his wonted song.

Bold o'er the rocks, that lay
So silent late, the shallow current roars;
Fast flow thy waters on their seaward way,
Thro' wider spreading shores.

Avon! I gaze and know
The moral emblem'd in thy varying way;
It speaks of human joys, that rise so slow,
So rapidly decay.

Kingdoms that long have stood,
And slow thro' many a year attain'd at last
To strength and pow'r, thus on the ebbing flood
Rush to their ruin fast.

Thus tardily appears
The course of time to manhood's envied stage—
But that attain'd, how quick the ebbing years
Then hasten to old age!

THE MID-WATCH,

On the Night before an Action.

WHEN 'tis night, and the mid-watch is come,
And chilling mists hang o'er the dark'ned Main,
Then sailors think of their far distant Home,
And of those friends they ne'er may see again:
But, when the Fight's begun,
Each serving at his gun,
Should any thought of them come o'er your mind,
Think only—should the day be won!
How 'twill cheer
Their hearts to hear
That their own Dear Sailor he was one.

And thus, brave Tar, if you a Mistress kind,
Have left on shore; some pretty girl and true!
Who many a night doth listen to the wind,
And sigh to think how it may fare with you:
Oh when the Fight's begun,
Each serving at his gun,
Should any thought of her come o'er your mind,
Think only—should the day be won!
How 'twould cheer
Her heart to hear
That her own True Sailor he was one.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

PRIZE QUESTIONS, *and* PREMIUMS, *offered by* FOREIGN *and* DOMESTIC SOCIETIES.

DOMESTIC.—*Premiums offered by The Society instituted at London for the Encouragement of Arts, Manufactures, and Commerce.*

Preserving Fresh Water sweet.

FOR the best account, verified by trials, of a method of preserving fresh water during long voyages; the gold medal, or fifty guineas.

Accounts and descriptions of the methods made use of, with thirty gallons of the water, to be produced on the last Tuesday in December 1799.

Purifying brackish water.—For discovering the best method of purifying brackish water, so as to fit it for use; the silver medal, or fifteen guineas.

Certificates, and an account of the method used, to be produced on the second Tuesday in February 1800.

Substitute for, or Preparation, of Yeast—For discovering a substitute for, or preparation of yeast, that may be preserved six months; the gold medal, or thirty guineas.

Specimens to be produced on the last Tuesday in November 1799.

N. B. This is one of the great *desiderata* for the comforts of the Navy.

*Preserving Salted Provisions**. — For discovering the cheapest method of preserving salted provisions from becoming rancid, or rusty; the gold medal, or thirty guineas.

Accounts and certificates to be produced on or before the first Tuesday in February 1800.

Substitute for Tar.—For discovering the best substitute for tar, equal to Stockholm tar, and prepared from materials the produce of Great Britain; the gold medal, or one hundred guineas.

——One hundred weight, with certificates, and the process, to be delivered on the first Tuesday in March 1800.

Transit Instrument.—For the invention of a cheap and portable instrument, for the purpose of finding the latitudes and longitudes of places; the gold medal, or forty guineas; to be produced on the last Tuesday in January 1800.

* Probably the best answer to this question is already given in the late Admiral Sir C. Knowles's receipt, Nav. Chron. vol. ii. p. 97.

Taking Whales by the Gun Harpoon.—For the greatest number, not less than three, by one person, ten guineas.

——Certificates of the taking the whales to be produced on the last Tuesday in December 1799.

Driving Bolts in Ships.—For a model of a machine for driving bolts, particularly copper, into Ships, superior to any now in use; the gold medal, or forty guineas.

To be produced on the first Tuesday in February 1800.

FOREIGN PRIZE QUESTIONS.

The Batavian Economical Society, authorised by the Directory of the Batavian Republic, has proposed the following question as the subject of a prize, which natives or foreigners may answer:

Are there any means, hitherto unknown, and sufficiently effective, to restore so completely, without the mixture of pernicious ingredients, the taste and smell of stinking water, as to render it a pure, cooling, and wholesome beverage; and what are these means?

For a satisfactory answer to this question the author will be entitled to a prize of 6000 florins.

In the answer the following particulars are recommended to be attended to: 1st. That the means be not too expensive, or causing too much trouble; that they do not occasion the consumption of much fuel; and that the mode can be employed at sea, on board ships heavily laden, and frequently exposed to violent agitation. 2d That the method does not require too much art, and may be easily applied by seamen. 3d. That it be certified capable of producing the same effects in every temperature. 4th. That they be not prejudicial, by corroding the copper vessels in which ship's provisions are boiled.

If the author communicates any ideas leading to the discovery of the above-mentioned objects, so that they may be found to answer, after repeated experiments, he will receive a third part of the premium. The remainder of the sum will be paid as soon as the Society has been convinced of the certainty of the result by experiments made in different climates.

The papers are to be transmitted in the usual form, directed to C. J. J. Desout, at Harlem, Secretary General to the Batavian Society, on or before the 28th of February 1800.

The Society of Agriculture at Copenhagen has proposed three prizes to be paid by the Admiralty, one of five hundred, one of an hundred, and one of fifty rix dollars, for the best paper on the rearing of timber proper for ship-building.—The questions are, 1. What soil is best suited to the different kinds of wood, and what care is required

in the cultivation of such wood? 2. Can any means be devised, and what are the easiest, to give the necessary form and degree of flexibility to the timber without injuring it? 3. What is the fittest time for cutting the trees? 4. Is it beneficial to bark the trees before they are cut; and in what manner is the operation to be performed? The papers on these questions may be written either in *Danish*, *German*, *English*, or *French*, and must be transmitted to the Society at Copenhagen before the month of October 1800.

The Public will judge of the importance of this question by the length of time which is judiciously given for its due consideration.

Description of an HYDRAULIC MACHINE, *invented by Monsieur* DANZEL, *for making a Vessel or Boat advance in a Calm, or even against a Current.*

The mechanism of this hydraulic machine is extremely simple: it consists of a long pole, to the advanced extremity of which an apparatus, in the shape of a drawer, without back or front, is fixed in such a manner that, when impelled forwards, it folds itself back under the pole, and presents to *the water the thin cutting surface* of its three edges, viz. the bottom and two sides of the apparatus, shaped like a drawer. When the pole, after being pushed forwards from the vessel is drawn back, the machine attached to it will assume a vertical position to the surface of the water; and by presenting its cavity, will press and resist the fluid infinitely more than a number of oars, while the re-action is less laborious.

We understand there is now on the river Thames a vessel having an apparatus constructed on principles somewhat similar to the above; and made to work in a calm or against a current by means of steam.

SKETCH OF THE STATUTES

RELATIVE TO

SEAMEN'S WAGES.

THE several acts of parliament passed on different occasions for the increase and encouragement of seamen in his Majesty's Navy, have greatly tended to augment the marine force of this realm; upon which the security of these kingdoms, and the support and preservation of their trade and commerce do immediately depend. The increasing strength of our Navy having at different times made many additional alterations necessary, to the simple system originally established in its infancy for the payment of seamen's wages; and the several acts passed in the reigns of King William, Queen Anne, and George the First, having been found by experience in a great measure

ineffectual to answer the benevolent purposes of protection and encouragement for which they were intended, it therefore, in the year 1758, excited the attention of Mr. Grenville, then Treasurer of the Navy, to prepare a bill for the consideration of parliament, which had for its object the repealing of former acts respecting the payment of seamen's wages in the Navy*, and consolidating more efficaciously the benefit and protection for which they were intended: as well as establishing some new regulations which time and circumstances appeared necessary to suggest. This bill accordingly passed into a law*, and is entitled, "An Act for the Encouragement of Seamen employed in the Royal Navy, and for establishing a regular Method for the punctual, frequent and certain Payment of their Wages, and for enabling them more easily and readily to remit the same for the Support of their Wives and Families, and for preventing Frauds and Abuses attending such Payments." By this act Seamen, either at home or on foreign service, were provided with the means of remitting by bill a part of their wages for the support of their wives and families. Tickets were made out and transmitted to the Navy Office, which enabled their relations to receive immediately the wages of such as died abroad. Such modes were prescribed for witnessing the powers made by Seamen, as were expected to put a stop to fraud and forgery; and the great object of all the regulations which it established and embraced, appears to have been to remove the difficulties, delays, and disappointments, which Seamen and their representatives encountered prior to that period in recovering the wages to which they were justly entitled. This act accordingly became the foundation of the system upon which Seamen's wages have since been paid. But after the experience of many years, more especially towards the conclusion of the late war, it was found, that the mode established for making and witnessing powers of attorney, and the want of proper regulations respecting Seamen's wills, were insufficient to guard against imposition and forgery; which for some years after the conclusion of the war had become so much the practice among Seamen, that sums to a large amount were annually paid to fictitious authorities; by which the public suffered in the first instance, and in the second individuals, who incurred heavy expences in proving the existence of forgeries in order to substantiate their own claims. Seamen were oppressed and disgusted by the disappointments they experienced, on finding their wages paid to those who had no authority from them; and the facility with which impositions were practised, was the occasion of many persons suffering public

* 37 Geo. II. c. 10.

punishments, by tempting them to commit frauds which appeared easy in the execution. To remove these evils a bill was in the year 1786, introduced into parliament by Mr. Dundas, establishing specific modes for executing Wills and powers of attorney in every situation in which a Seaman could be placed, and appointing an officer expressly for the purpose of examining and enquiring into the authenticity of these instruments: this was entitled *,—"An Act for the further preventing Frauds and Abuses attending the Payment of Wages, Prize Money, and other Allowances due for the Service of Petty Officers and Seamen on board any of his Majesty's Ships." The regulations contained in this Act relative to making Wills and powers were easy in the execution, and by the experience of upwards of twelve years have been found nearly complete in their effect, having effectually stopped that system of fraud and imposition which had wasted the public money, distressed individuals, and created much discontent and dissatisfaction among the inferior classes of the Navy. Mr. Dundas, upon longer acquaintance with the different modes of payment practised in his office, found that the manner of witnessing seamen's Wills and powers was not the only point in which the act of 31 Geo. II. 6. 10. would admit of being amended; but by the effect of proper regulations a wide field was left for improvement, and much was still possible to be added to the comfort and convenience of Seamen and their families, without increasing the expences of the public.

With these laudable impressions Mr. Dundas, in the Session of 1792 † brought forward three separate bills, which, from the liberal and benevolent objects of improvement they embraced, met with no difficulty in passing. The first was entitled ‡, "An Act for explaining and amending an Act passed in the 26th Year of the Reign of his present Majesty, and for *further extending the Benefits thereof to Petty Officers and Seamen, Non-commissioned Officers of Marines, and Marines serving*, or who may have served on board any of his Majesty's Ships;" the principal objects of which are,—1st. Extending to marines serving in the Navy the liberty of remitting a part of their wages to their families; to allow them the privilege of being paid by tickets, and other advantages afforded by the act of 31 Geo. II. to Seamen only: 2d. Enabling Seamen who may be removed abroad from one Ship to another, and perhaps afterwards to a third or fourth, to receive upon their arrival at any port in England, where wages are paid, all the pay to which they are entitled for their past services; to empower such as are disabled in the Service to receive their pay from

* 26 Geo. III. 6. † 32 Geo. III. ‡ Stat. 32 Geo. III.

the revenue officer nearest to the place where they arrive, or where they reside, without obliging them to travel, as has hitherto been the case, from a remote part of the kingdom to London, to Portsmouth, to Plymouth, or to Chatham; and without making them wait till the arrival of the different ships in which they had successively served, which might be often kept on foreign service for many years; enabling them likewise to receive their pay, without waiting for the return of their ships, if left on shore at hospitals: 3d. To stop the practice too common with officers of the Navy, of anticipating their pay, by assigning to agents and others, not only such part as was due at the time of the transaction, but also such as they expected to receive for their future services; thereby extending to officers a principle which had been applied by the Act 31 Geo. II. to Seamen only: 4th. To stop the practice of taking Seamen out of the service by fraudulent arrests, still continued, notwithstanding the regulations of former acts: by those acts Seamen were exempted from arrests for any sum under 10l; they were trusted therefore till their debts exceeded that amount, and then imprisoned; by purposely granting fictitious notes also, and procuring themselves to be arrested thereon, Seamen often avoided going on particular duties, to the detriment of the public service.

The second, entitled *, "An Act for explaining and amending an Act passed in the 26th Year of the Reign of his present Majesty, and for further extending the Benefits thereof to Petty Officers and Seamen, Non-commissioned Officers of Marines, and Marines serving, or who may have served, on board any of his Majesty's Ships." The objects of this Act relate principally to the wives, the families, and relations of Seamen, enabling them in the most remote situations to receive their allowances from the public, without the assistance or interference of agents or attorneys; and by making the money pass immediately from the public purse into the hands of the party entitled thereto, to put a stop to the heavy deductions and abatements which are almost always made when a third person is employed: this is done by means of remittances, and is also an extension of a principle introduced by former acts. Under the regulations of this Act, the widow, the child, the father, or other relation, the person entitled by will, or even the fair creditor of deceased Seamen, who have served in the Navy, has only to make application by letter to the Treasurer of the Navy, stating his connexion or relation to the deceased, and the nature of his expectations from his estate; and desiring that all the wages and allowances due may be remitted to him, at whatever place he finds most convenient. No acquaintance with the proceedings or forms of office is necessary. In consequence of the first application

* Stat. 32 Geo. III. 6.

the necessary papers and vouchers are sent to be executed; and as soon after as the steps for examination can be taken, and the justness of the claim is admitted, a Bill is sent for the clear balance due, payable by the revenue officer most convenient to the party, without fee, deduction, or abatement. This Act establishes several regulations long found necessary and secretly practised in the payment of the Navy, in order to prevent desertions; but which, having no other authority than the practice of office, were incapable of being enforced; and likewise some salutary regulations relative to the more certain and speedy payment of prize money, and other regulations.

The third Act* extends the benefits of all the former acts to Seamen and their families who reside in Ireland, gives them the same powers of remitting wages and pensions to themselves and families, and puts them in every respect upon the same footing with Seamen and their families who reside in Great Britain.

The last Act passed on this occasion, (which, while it is most beneficial to the interest of that invaluable class of men for whose benefit it was proposed, combines the wisest policy with that humanity, liberality, and gratitude, for which Great Britain has ever been distinguished towards her brave defenders,) is entitled, "An Act for carrying into Execution his Majesty's Order in Council of the 3d day of May 1797, for an Increase of Pay and Provisions to the Seamen and Marines serving in his Majesty's Navy; and to amend so much of an Act made in the 35th Year of the Reign of his present Majesty, as enables Petty Officers and Seamen, Non-commissioned Officers of Marines, and Marines, to allot Part of their Pay for the Maintenance of their Wives, Children, or Mothers."

This act is founded upon his Majesty's Order in Council for an *increase to the allowance* of wages and provisions for the petty officers, Seamen, landsmen, and marines; and for a continuation of the pay of all petty officers, Seamen, landsmen, and marines, who may hereafter be wounded in action with the enemy, until their wounds shall be healed, or some other provision shall be made for them. By the first clause of this Act the following additions are made to the wages—viz. five shillings and sixpence per month in addition to the wages of the petty officers and able Seamen; an addition of four shillings and sixpence per month to the wages of landsmen; and to the marines when embarked and serving on board his Majesty's Ships, the allowances usually called consolidated allowances, made to marines when serving on shore—viz. to serjeants, corporals, and drummers, at the rate of two-pence, and to privates at the rate of twopence farthing per day; and with respect to provisions, *the full allowance* is to be issued to the crews of

* 37 Geo. III. c. 53.

his Majesty's ships, without any deduction whatsoever on account of leakage or waste.

Thus has the wisdom of the British Legislature increased the comforts of Seamen as far as relates to wages and provisions; but that wisdom stopped not here, since by an humane regulation we find it enacted in the second clause of this Act, "That all petty officers, able Seamen, landsmen, and marines, who may hereafter be wounded in action with the enemy, shall receive the full amount of their wages and allowances until their wounds shall be healed; or until, being declared incurable, they shall receive a pension from the Chest at Chatham, or be admitted into the Royal Hospital at Greenwich."

The third section empowers the Commissioners of his Majesty's Navy to direct the Treasurer of the Navy, or any receiver general of land tax, collector of customs, or collector of excise, or clerk of the cheque, to whom an allotment shall have been made pursuant to the Act of 35 Geo. III. c. 28, to increase the allowance to the wives or mothers of petty officers or Seamen, non-commissioned officers of marines, or marines, in a proportion equal to half the increased pay provided by this act; and which shall thereupon be paid in the same manner as if such declaration and order of allotment had been originally, according to the rate of half the pay of such petty officers, Seamen, and marines, as by this Act is provided. This calculation is to be made as nearly equal as may be to half the pay, and to be calculated according to a schedule annexed to the Act.

From the brief view we have given of this subject, taking also into consideration the flourishing state of The Navy, it may be justly inferred, that the many salutary laws and regulations which have from time to time been wisely framed for the encouragement of Seamen in the Royal Navy, for their government when on board, and for conferring privileges and rewards on them during and after service, have now been raised to an higher degree of excellence than is known to other States: it is ever consistent with the sound policy of a free and maritime Nation, most assiduously to continue to cultivate every measure, which at the same time that it adds to the comfort of our brave Mariners, reminds them that their Services are duly appretiated by their country.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE Author of the Essay given in your last Number, "On the Method of supplying Deep Mines with Fresh Air by Means of Fire," assumes, that to the ignition of the fuel, it matters not whether it be supplied with "pure air or poisonous vapour;" the contrary of this is generally understood to be the fact—that the most *vital part* only of the air is consumed during the combustion, and that

azotic gas is a complete extinguisher. This is, I think, exemplified in several parts of "*Priestley's Treatise on Air*:" in further proof it may be only necessary to notice the common custom of letting down a lighted candle into a ship's pump-well, or other confined place, before the people are allowed to descend; if the candle continues to burn there is no danger, but if it is extinguished, the vapour is deemed too noxious for respiration. In one of the ingenious essays of Count Rumford on the propagation of heat, it is stated that no sensible difference was observed in the additional heat acquired by the blowpipe, whether it were supplied with atmospheric or azotic gas; but it must be observed that the candle on which this experiment was made, was burning in the pure atmospheric air, and the Count speaks but of the heat *acquired by the action* of the blowpipe.

Fires are certainly of the greatest service, and are much used in the Navy for purifying the lower parts of the Ship; its heat corrects the damp, which is deposited in great quantities (during the night especially) from the breath of the people, as well as what may arise from the quantity of water by which they are surrounded; it also, by rarifying the air in contact with it, and causing it to ascend, keeps up a constant circulation, a pure air rushing in to supply the place of that displaced by the heat.

Wishing every success to your Work, to which, should any thing worthy notice fall within my observation, I shall be ever happy to contribute, I remain, Sir,

Your servant and well-wisher,

July 16, 1799. A NAVAL OFFICER.

GRATUITIES TO THE RELATIONS OF OFFICERS AND OTHERS KILLED IN ACTION.

1. TO a Widow, her husband's full pay for a Year.

2. Orphans, each the one-third proportion of a Widow; posthumous children are esteemed Orphans.

3. Orphans married are not entitled to any Bounty.

4. If there is no Widow, a mother if a Widow, and above fifty years of age, is entitled to a Widow's share.

5. The relations of Officers of Fire-ships are entitled to the same bounty, as those of Officers, of like rank, in fourth rates.

6. Captains are to set down the names of the killed at the end of the Muster Book, and on what occasion.

7. This bounty extends to those who are killed in tenders, in boats, or on shore, as well as to those on board the ships; also to those who are killed in action with Pirates, or in engaging British ships through mistake. They who die of their wounds after battle, are all equally entitled with those killed in Action.

Gazette Letters.

ADMIRALTY OFFICE, APRIL 9, 1799.

Copy of a Letter from Admiral Sir Richard King, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 7th inst.

SIR,

I HAVE the satisfaction to transmit herewith, for their Lordships' information, a letter I received from Captain Seymour, of his Majesty's sloop Spitfire, acquainting me he captured the Resolue, a French privateer, the 31st ult. which, together with the Spitfire, arrived here this morning.—I am, Sir, &c.

R. KING.

SIR, *Spitfire, Plymouth Sound, April 7.*

I have the honour to acquaint you, that the Spitfire captured, in a violent gale of the 31st ult. Scilly bearing N. N. W. 14 leagues, the French brig privateer Resolue, of 14 six and eight pounders, and 65 men, perfectly new, being her first cruise, out two days from St. Maloes, and had not made any capture.

I am, &c.

MICHAEL SEYMOUR.

Copy of a Letter from Captain D'Auvergne, Prince of Bouillon, Commander of his Majesty's Ship Brave, to Evan Nepean, Esq. dated at Jersey, the 6th inst.

SIR,

Enclosed I have the honour to transmit you, for the information of my Lords Commissioners, Captain Lord Proby's report to me of his capture, in his Majesty's ship Danae, commanded by him, of a French national armed vessel that had only left Saint Maloes a few hours before he fell in with her yesterday.

I have the honour to be, &c.

D'AUVERGNE, Prince of Bouillon.

SIR, *St. Helier, Danae, April 4.*

I have the honour to acquaint you, that his Majesty's ship under my command captured the French national lugger Le Sans Quartier this morning, off the Isles de Chusey. The prize is pierced for 14 guns, but all she had on board were thrown overboard in the chace—she has 56 men.

I have the honour to be, &c.

PROBY.

ADMIRALTY OFFICE, APRIL 13.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board the Royal George, at St. Helen's, the 10th inst.

SIR,

HEREWITH you will receive the copy of a letter from Captain Keats, of his Majesty's ship Boadicea, stating the capture of the French brig privateer L'Utile, which is transmitted for their Lordships' information.

I have the honour to be, Sir, &c.

BRIDPORT.

MY LORD, *Boadicea, at Sea, April 1.*

I have the honour to inform your Lordship of the capture of a third privateer this cruise, by the Boadicea, viz. L'Utile, a very fine brig of 16 guns, eight pounders, ten of which are brass, and 120 men, quite new, and three weeks from Bourdeaux.—I have the honour to be, &c.

R. G. KEATS.

ADMIRALTY OFFICE, APRIL 16.

Copy of a Letter from Vice Admiral Harvey, Commander in Chief of his Majesty's Ships at the Leeward Islands, to Evan Nepean, Esq. dated Prince of Wales, Fort Royal Bay, Martinique, March 4, 1799.

SIR,

YOU will be pleased to acquaint their Lordships, that Capt. Barton, of his Majesty's ship Concorde, captured on the 14th ult. to windward of Antigua,

La Prudente, French ship privateer, copper bottomed, of 18 guns and 100 men. She had been cruising to windward of barbadoes for six weeks, without making any other captures than two schooners, one from Halifax, and the other an American, was on her return to the Spanish Port of St. Domingo, where she belonged, and from whence she had sailed early in December last.

I have the honour to be, &c.

HENRY HARVEY.

Copy of a Letter from Vice Admiral Dickson, Commanding Officer of his Majesty's Ships and Vessels at Yarmouth, to Evan Nepean, Esq dated Veteran, at Yarmouth, April 15.

SIR,

Herewith I transmit, for their Lordships' information, a letter from Captain Dacres, of his Majesty's ship Astrea, addressed to Capt. Sotheron, of the Latona, acquainting him of the capture of Le Marsouin, French lugger privateer.

I am, Sir, &c.

ARCH. DICKSON.

SIR, *Astrea, at Sea, April 13.*

I beg leave to acquaint you, that on the 10th inst. the Texel bearing east 9 or 10 leagues, I fell in with and captured, after a chace of three hours, Le Marsouin French lugger privateer, of 14 guns and 58 men. She left Dunkirk the day before; had taken nothing—I have the honour to be, &c.

R. DACRES.

ADMIRALTY OFFICE, APRIL 20.

Extract of a Letter from Capt. Reynolds, of his Majesty's Ship La Pomone, to Evan Nepean, Esq. dated Falmouth, April 17, 1799.

SIR,

I BEG to acquaint you, for the information of my Lords Commissioners of the Admiralty, of my arrival in this port.

I have also to inform you, that on the 31st ult. in lat. 42 deg. 25 min. N. long. 9 deg 16 min. W. we retook the Minerva, a valuable Liverpool West India ship, that had been captured 16 days before by the Argus French privateer, belonging to Bourdeaux; and I have the pleasure to add, that on the 3d inst. we fortunately fell in with the Argus, and after a long chace of 108 miles running 12 knots an hour, took her close under Cape Finisterre. She is a beautiful ship, not six months off the stocks, carrying 18 brass nine pounders, pierced for 22, and 130 men; is copper-bottomed, and a remarkable swift sailer. Besides the Minerva, the Argus had captured, this cruise, two brigs belonging to Teignmouth; the master and crews of both I found on board her.

And on the 9th of this month we retook an American schooner from the Caraccas, bound to Corunna, laden with cocoa and indigo, that had been taken eight days before by the Gironde privateer, from Bourdeaux.

I reviews to the above, his Majesty's ship Pomone had captured, off Carthagena, the Mutius Scævola French privateer, belonging to Genoa, and a Spanish coaster; particulars of which I transmitted in a letter on service to the Earl of St. Vincent.—I have the honour to be, &c.

R. C. REYNOLDS.

ADMIRALTY OFFICE, APRIL 23.

Extract of a Letter from Sir Harry Burrard Neale, Bart. Captain of his Majesty's Ship St. Fiorenzo, to Evan Nepean, Esq.

SIR, *Plymouth, April 17.*

I BEG you will acquaint their Lordships that I arrived with the St. Fiorenzo in Plymouth Sound this morning, with a French brig prize, from St. Domingo bound to L'Orient with sugar and coffee. I also captured a French brig in ballast on the same day, not yet arrived.

I enclose, for their Lordships' information, a copy of my letter to Lord Bridport, of the 6th inst.

H. NEALE.

MY LORD, *St Fiorenzo, at Sea, April 16.*

I have the honour to inform your Lordship, that on the 9th inst. after reconnoitring two French frigates at anchor in the port of L'Orient, I stood

towards Belle Isle. On our approach I saw some ships at anchor in the Great Road, but as the weather was hazy, and the ships under the land, I could not sufficiently ascertain their strength until we had run the full length of the island, when I clearly distinguished them to be three French frigates and a large sailing gun-vessel, with their topsail-yards ready hoisted to come out to us. At this instant a heavy and sudden squall of wind from the N. W. carried away the Amelia's main-top-mast, and her fore and mizen top-gallant-mast; the fall of the former tearing a great part of the main-sail from the yard.

The enemy who were apparently waiting our near approach, got under weigh immediately, and made sail towards us in a line ahead. Circumstanced as we now were, I felt we had but one duty to perform, and that we could do nothing more than testify our readiness to meet them: I therefore made the signal to prepare for battle; and when they had advanced a little to leeward of us, I shortened sail, so as for the Amelia to keep under command, with her fore and mizen topsails only, and made the signal to bear up, preserving the weather-gage, and keeping close order. The enemy tacked to meet us, and we instantly commenced an action, receiving the fire from one of the batteries on the island at the same time. The enemy were so little disposed to close quarters that we were under the necessity of bearing down upon them three times, until they were close upon the islands of Houatt and Hedic. After engaging them one hour and 55 minutes, they wore ship and stood from us. I am extremely sorry we had it not in our power to do any thing more with the enemy (who had a port close on each side of them) than compel them to relinquish an Action which, from their superiority and the crippled state of the Amelia previous to the action, had inspired them with the hope of success.

Soon after the Action ceased they bore up for the Loire, two of them apparently much shattered; and the gun-vessel returned to Belle Isle.

It is with peculiar satisfaction I acquaint your Lordship, that the active and spirited conduct of Captain Herbert is deserving of the highest applause, and I feel that no encomium of mine can do justice to his merit.

The officers and ships' companies, of both ships, conducted themselves with the greatest order and most determined courage: they are entitled to every commendation I can bestow.

I take the liberty of naming in particular Lieutenants Farnall and Holmes, the First Lieutenants of each ship, as very deserving officers.

The damage sustained by his Majesty's Ships is principally confined to the masts, sails, and rigging.

By a Vessel captured since the Action, I learn the frigates we engaged were La Cornelie, La Vengeance, and La Semillante; they have been lately stationed at Belle Isle to guard the Coast.

Enclosed is a list of killed and wounded in each ship.

I have the honour to be, &c.

Right Hon. Lord Bridport, K. B. H. NEALE.

Return of Killed and Wounded on board his Majesty's Ships St. Fiorenzo and Amelia, on the 9th of April 1799.

St. Fiorenzo—1 seaman killed; 18 seamen wounded; 2 of them dangerously.
Amelia—Mr. Bayley, midshipman, and 1 seaman killed; 17 wounded, 1 of them dangerously.

Total—3 killed, and 35 wounded.

Copy of a Letter from Mr. Daniel Hamon, to Evan Nepean, Esq. dated Jersey, April 16.

SIR,

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that the Phœnix lugger private ship of war under my command, on the 5th inst. St. Sebastian bearing S. E. four leagues, fell in with and captured the French lugger privateer La Courreur, commanded by Gabriel de la Garats, mounting four guns, four-pounders, and six swivels, having on board 46 men: she belonged to St. Jean de Luz, sailed last from Sebastian; had captured nothing.—I have the honour to be, &c.

DAN. HAMON.

ADMIRALTY OFFICE, APRIL 27.

Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq. dated at Cork, the 19th inst.

SIR,

PLEASE to lay before my Lords Commissioners of the Admiralty, the inclosed Letter which I have received from Captain Moore, of his Majesty's ship Melampus, informing me of his having captured Le Papillon, of Nantz, French brig privateer. The prize arrived here yesterday.

I have the honour to be, &c.

R. KINGSMILL.

SIR, *Melampus, at Sea, 15th April.*

I have the honour to inform you that we have this morning captured the French privateer brig Le Papillon, of Nantz, mounting ten nine pounders, and four brass 36-pounder carronades, and 123 men, after a chace of 25 hours; she is a remarkable fine new vessel, and sails admirably.—I am, Sir, &c.

GRAHAM MOORE.

ADMIRALTY OFFICE, APRIL 29.

Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq. dated at Cork, the 22d inst.

SIR,

PLEASE to lay before my Lords Commissioners of the Admiralty, the inclosed letter, received from Captain Moore, of his Majesty's ship Melampus, just returned from her cruise, giving account of a French privateer, of 20 guns, said to be Le Nantois, which he was in chace of, having overset, and that unfortunately none of her crew could be saved.—I am, &c.

R. KINGSMILL.

SIR, *Melampus, at Sea, April 19.*

I have the honour to inform you, that yesterday morning, in lat. 50 deg. 23 min. north longitude 15 deg. 20 min. west, we chased a Ship, which, on our firing at her, hoisted French colours. The wind blowing exceedingly hard at N. W. with a very high sea, she got before the wind when within half gun shot of her, and setting all possible sail, obstinately persisted in attempting to escape. After carrying away our studding sail booms, we continued firing our chase guns, when she suddenly gave a broad yaw to windward, instantly overset, and in the space of two minutes she went down, and not an atom of the wreck could be seen. The greatest exertion and the utmost expedition was used in bringing the Melampus to the wind as near the spot as possible, with a view of saving these unfortunate people, but nothing remained on the surface. I find, by the information of the Captain and Officers of Le Papillon, which sailed from Nantz about the same time with this Ship, and who knew her, both from her appearance and the signals she made to us, that she was Le Nantois, of fourteen twelve and six pounders, and one hundred and fifty men; and I am very sorry to add, that, from other circumstances, there is no room for doubt, that the Master and part of the crew of the Echo, of Poole, which she had taken, were amongst the sufferers on this melancholy occasion.—I am, &c.

Admiral Kingsmill, Cork. G. MOORE.

ADMIRALTY OFFICE, MAY 4.

A List of Ships and Vessels taken and destroyed by the Squadron under the command of Sir Hugh Cloberry Christian, K. B. Rear Admiral of the White, and Commander in Chief of his Majesty's Ships and Vessels at the Cape of Good Hope, between the 19th of March 1798, and the 23d of November following; transmitted to Evan Nepean, Esq. Secretary of the Admiralty.

By the Jupiter, Raisonable, Imperieuse, Braave, Rattlesnake, and Star.—The 13th March, the Danish ship Matilde Marie, from Copenhagen bound to the Mauritius, laden with naval stores and sundries: naval stores condemned. The 20th March, the Danish sloop Fanny, from Roderiga, bound to the Mauritius, laden with paddy and Indian corn: vessel sunk, cargo condemned. The

10th March, the French brig Le Dragon, from Madagascar, bound to the Mauritius, laden with slaves: vessel sunk, cargo condemned. The 22d March, the Danish sloop Forsoget, from Serampore, bound to the Mauritius, laden with piece goods: under trial. The 27th March, the French sloop Francis Augustus, in ballast: condemned. The 31st March, the French brig L'Abondance, from Madagascar, bound to the Mauritius, in ballast: condemned.

By the Jupiter, Raisonable, Impericuse, Braave, Rattlesnake, Star, Tremendous, Scepter, Stately, and Garland—The 29th May, the Danish ship Christianus Septimus, from Batavia, bound to Copenhagen, laden with coffee and sugar: under trial.

By L'Oiseau—The 8th July, the Danish ship Angelique, from Madras and Tranquebar, bound to Manilla, laden with piece goods; cargo belonging to American residents at Madras: under trial. The 30th August, the Danish ship Goede Hensigt, from Copenhagen, bound to the Mauritius, laden with naval stores and sundries: under trial. The 31st August, a French brig; cut out by the boats from the river Noire, Isle of France: condemned. A French brig: cut out by the boats from the river Noire, Isle of France, and afterwards sent in with prisoners. A French sloop: sunk. The 1st Sept. the French brig Henrietta, from Bourbon, bound to the Mauritius, laden with rice: condemned. The French brig Reunion, from the Mauritius; corvette, six guns, and 27 men: condemned.

By the Stately, Braave, Garland, and Star—The 26th July, the French ship Necessaire, from the Mauritius, in ballast, run on shore by the Garland, on the rocks at St. Luce, Madagascar, and lost. A French sloop, from the Mauritius, in ballast: run on shore by the Braave. The 16th August, the French ship Bonne Intention, from the Mauritius, taken at Foul-point, and sent to assist the Garland; and since arrived at the Cape. The 16th August, the French sloop Ca ira, from the Mauritius in ballast; taken at Foul-point, and afterwards destroyed. The 17th August, the French brig L'Elizabeth, from the Mauritius, in ballast; taken at Tamatave, Madagascar, and sent to assist the Garland; since arrived at the Cape. The 18th August, the French sloop L'Esperance, from the Mauritius; in ballast, taken at Foul-point, and sent to assist the Garland; since arrived at the Cape. The French brig L'Ursilie, from Madagascar, bound to the Isle of France, laden with rice: condemned.

By the L'Oiseau and Rattlesnake—The 21st November the Spanish schooner Santa Rosa, from Buenos Ayres, bound to the Mauritius, laden with 12,300 dollars, beef, pork, and flour; arrived at the Cape the 23d December 1798.

(Signed) LAUGHLAN M'LEAN,
Late Secretary to Sir H. C. Christian, deceased.

ADMIRALTY OFFICE, MAY 7.

Extract of a Letter from Capt. Charles Cobb, Commander of his Majesty's Ship Glatton, to Evan Nepean, Esq. dated in Yarmouth Roads, April 4.

AT six A. M. arrived Le Vengeur French cutter privateer, mounting 12 guns and 98 men, taken by his Majesty's sloop Martin, off the Scaw. The master of the Martin has just brought me Captain St. Clair's letter to Vice Admiral Dickson, which I enclose for their Lordships' information.

SIR, *Sloop Martin, at Sea, April 29.*

I beg leave to inform you I arrived safe at Elsineur with the convoy; I found the roads full of ice, and no trade come down from the Eastward, in consequence of which, and information of several privateers off the coast of Norway, I left the place, and on the 28th inst. at 10 A. M. the Scaw bearing S. W. by W. five leagues, descried one lugger and two cutter privateers; I immediately gave chace, came up with and captured one cutter at seven in the evening; she proved to be Le Vengeur, commanded by Citizen Charles Tack, a very fine vessel, of 14 guns, and 105 men, from Christiansand, taken nothing since out: I used all expedition in getting out the prisoners, and made sail after the others, but it coming on dark I was not so fortunate as to come up with them; had the day-light continued two hours longer I must inevitably have taken them.

I have the honour to be, &c.
M. ST. CLAIR.

Vice Admiral Dickson, &c.

MONTHLY REGISTER

OF

Naval Events.

(FROM JUNE 18 TO JULY 13.)

HISTORICAL MEMOIR.

June 18. THE Lord Mayor held a Court of Common Council, when his Lordship introduced a letter from Alexander Davison, Esq. agent to Lord Nelson for the sale of the French ships of war taken at the Battle of the Nile, together with a letter from him to his Lordship, most gratefully acknowledging the honour of his Lordship's commission, and accompanying a silver and copper bronzed medal, to commemorate the late Victory of the Nile, which he requested might be deposited among the archives of the city. The Court very graciously accepted the medals, and ordered them to be placed with the sword taken from the French admiral (Monsieur Blanquet) by Lord Nelson, and that the thanks of this Court be presented to Mr. Davison for his very elegant present.

The medals represent the allegorical figure Hope, with the emblem proper, standing on a rugged rock, with an olive branch in her right hand, and supporting, by her left arm, the profile of Lord Nelson, on a medallion, to which she is pointing with her fore finger. Hope is crowned with oak and laurels, and the motto to the medallion is, "*Europe's Hope, and Britain's Glory.*"—These words express the real feelings of the surrounding nations, and the boast of this happy island.

The reverse represents the French fleet at anchor in the Bay of Aboukir, and the British Fleet advancing to the attack; the fortified islands in the enemy's van, the four frigates that were moored within the line to cover their flank, and the gun-boats near the islands; the setting sun, the coast of Egypt, the mouth of the Nile, and the castle of Aboukir.

Ramsgate, June 15. Monday morning last, a large Danish ship, the Hoefnung, bound from Altona to Malaga, with a cargo of staves, went on shore on the Goodwin. A Ramsgate mackerel-boat, observing her distress, made for the Sand to render her assistance. The crew, of six hands, with some difficulty got on board the Dane; but they had not been long there before their own boat, anchored near the ship, broke away and was lost. It then blowing a very hard gale, they were unfortunately left on board the wreck, together with the ship's crew, thirteen men and a boy, and they remained all Monday night, expecting every moment to be swallowed up by the waves, or buried in the sands. About six o'clock on Tuesday morning the ship broke into five parts; but all the persons in her, twenty in number, providentially preserved themselves on the different pieces of the floating wreck, to which they clung for some time. A boat was seen at some distance, by which their signal was observed; she proved to be a Deal boat, which, after much difficulty, picked up the whole, and safely landed them at Dover.

Representations to Government are about to be made by the merchants trading to the Baltic respecting the hosts of privateers in the ports of Norway, which greatly annoy our commerce. Into one port only, since the last three years, no less than 250 British ships have been carried. The whole number of vessels captured, during this period, by the enemy, calls aloud for some decisive measure to protect so valuable a part of our commerce.

Captain Louis, who behaved so gallantly in his ship, the Minotaur, at the Battle of the Nile, has been complimented with the freedom of the city of Exeter, his native place.

The Emperor Paul has addressed a complimentary letter, written in his own hand, to Lord Nelson, accompanying a portrait of his Imperial Majesty of all the Russias, most superbly set in brilliants. This letter, and the flattering present which attended it, were received by the noble Admiral at Palermo.

The following trial, in which the character of a naval Officer is implicated, deserves the attention of our readers, that the probability of a repetition may be prevented:

Court of KING'S BENCH, GUILDHALL, *June* 26.
Sittings before LORD KENYON.

CAPTAIN MILLBURN v. LIEUTENANT WHITAKER.

The plaintiff is captain of a coal vessel, called the Hannah, and the defendant is a lieutenant of the Rose frigate. The plaintiff's vessel in her way to London with a cargo of coals, had several of her men pressed by the Rose frigate on the 5th of May. The men who were pressed had their clothes, and it was agreed by all the parties that Captain Millburn should pay their wages, when he returned home, to their wives. The plaintiff was told, if he wanted men, to hoist a signal of distress, and that they would send him men from the Rose. He hoisted a signal the same day, and on the next morning the defendant came on board, but instead of bringing any men to assist the plaintiff, as he expected, demanded the wages of those men who were pressed; and the wages not being paid, he attempted to carry the Hannah under the stern of the Rose. By the order of Lieutenant Whitaker the men hove the anchor, got her under weigh, and left her in a very dangerous situation. He ordered the main-sail to be cut down, which was immediately done, and carried away in a boat belonging to the Rose. The defendant also used a great deal of bad language. It was to recover a satisfaction in damages for this injury that the action was brought: it did not appear from the evidence what was the amount of the damages.

The jury found a verdict for the plaintiff.—*Damages* 30l.

In consequence of the friendly and humane treatment which the crew of the Neptune lately experienced from the King, or Chief, of Madagascar, a very superb present has been sent him by the merchants at Bengal. The above ship was unfortunately wrecked off the south end of Madagascar in December; when her crew were not only protected and well treated, but sent back to Bengal in a vessel hired by the king for the purpose, with provisions and presents.

We are extremely sorry to have been informed, that his Majesty's ship Resistance, of 44 guns, one of Admiral Rainier's squadron, in the East Indies, was struck by lightning in the month of March last, and, taking fire immediately, soon blew up. By this dreadful accident the whole of the crew, except five, are said to have perished.

July 4. A deputation from the Watermen's Company went to the Queen's House, with a sturgeon of the enormous weight of 160lb. as a present to his Majesty, according to annual custom.

The following official report of Commodore Sir Sydney Smith to the Ottoman Porte, respecting the siege of the town of Acre, contains a full account of the able proceedings of the British Naval Force in that remote part of the world:

Constantinople, May 23. Buonaparte, after quitting Salahie, employed eight days in crossing the Desert. In this march he lost a great many men and horses by bad provisions and the want of water, as well as by the sword of the Arabs, who never ceased to harrass him. On leaving the Desert he took possession of Darissa, and afterwards of Gaza, Lidda, and Ramle, which was very ill defended by the troops of Ghezzar Pacha. On the 3d of March he was close to Jaffa, which he took by assault on the 7th, after having battered in breach. The Turks made a vigorous resistance, and the French were in a manner obliged to lay siege to every house. The whole garrison were put to the sword; but this assault cost Buonaparte almost 1200 men. On the 17th of March the general entered Caiffe, and on the 18th he invested St. John of Acre. Commodore Sir Sydney Smith left Constantinople on the 19th of

February, arrived at Alexandria on the 3d of March, after stopping some days at Rhodes, and taking on his passage the French gun-boat La Marianne. On the 3d Commodore Trowbridge sailed for Sicily, and Sir Sydney Smith took upon him the chief command of the naval forces. On the 7th Sir Sydney proceeded towards the coast of Syria, and on the 11th arrived before Caiffe. On the 15th he steered for St. John of Acre, to concert with Ghezzar Pacha, having got the start of the French by two days, which he employed in making preparations for the defence of the place. On the 16th, about eight in the evening, after a chace of three hours, the Commodore took off Cape Carmel the whole French flotilla, under the command of Eydoun, *Chef de division*, laden with heavy cannon, ammunition, platforms, and other articles necessary for Buonaparte's army to undertake the siege. This artillery, consisting of 44 pieces, was immediately mounted on the ramparts of Acre, against the lines and batteries of the enemy, as well as on gun-vessels. The latter were employed with the greatest success against the enemy's flank, and forced them to slacken their fire. The nature of the ground, however, permitted the French to carry their trenches within half a musket shot of the ditch of the place.

On the 14th of April Commodore Smith took a chebec from Damietta, laden with rice, flour, and biscuit, for Buonaparte.

On the 30th of March, the French having formed a breach in the north-east part of the town, endeavoured to take it by assault, but were vigorously repulsed by the garrison with considerable loss. The ditch was filled with dead bodies. The troops of Ghezzar Pacha afterwards made three successful sorties; the object of the last was to destroy a mine, which the enemy had constructed under the covered way to the north-east, in order to fill up the ditch near the old breach. The English took charge of this enterprise; and while 2000 Turks effected the sortie, they jumped into the mine, and finding that the works were not quite finished, tore down the supports, and destroyed the whole construction. The English in this bold attempt lost only Major Oldfield of the Marines, and one private; Lieutenants Wright and Jauverin of the Navy, Mr. Beatty, an officer of the Marines, and twenty-one soldiers, were wounded. After that an uninterrupted fire was kept up from the place, the artillery being served by the English and Turkish artillery-men, who had set out from Constantinople on the 5th of March. The enemy's fire then ceased entirely, as Buonaparte wished to reserve his ammunition for a last effort, which gave no uneasiness to Colonel Philippeau, the chief engineer in the place."

July 8. The week before last there was caught, off the mouth of Whitehaven harbour, a marine animal rarely met with upon that coast—a *sea devil* or *toad fish* of the third class, *sine cauda*. It is very small, probably young, and the *cutis* so thin, as to give it occasionally the changeable and beautiful hues of the cameleon, notwithstanding the loathsomeness of its form.

Thomas Ashley, an ingenious wheelwright of Scartho, near Grimsby, who never assisted in building a ship, or even saw one built, has just finished a vessel at Cleethorps, of about 20 tons measurement, for Mr. Croft, shopkeeper, of that place. The vessel is well proportioned, neatly finished, and built entirely by himself, in little more than seventeen weeks.

The William Pitt, hired cutter, of 14 guns, was captured on the 6th of June, in the Bay of Gibraltar, by a considerable number of Spanish gun-boats.

The fleet which sailed from the Leeward Islands the 9th of May, under a convoy of his Majesty's ships Vengeance, Pearl, and Perdrix, consisted as follows:—123 sail for London, 93 for Liverpool, 18 for Bristol, 23 for Scotland, 8 for Lancaster, 7 for Ireland, 18 for America, 1 for Africa, and 9 transports, making in all 260. The whole of the vessels for England, Scotland, and Ireland, without exception, are safely arrived.

The Liverpool dock duties, for the year ending 24th of June last, amounted to upwards of 14,000l. being nearly 2000l. more than the produce of the preceding year.

Hull, July 5. On Tuesday last the Sarah and Elizabeth, Havitt, of this port, arrived from Greenland, with 11 fish, 1000 seals, and 300 butts of blubber,

Captain Havitt brings the following account of the success of the different ships belonging to this port, whom he spoke with from the 1st to the 3d of May; Elizabeth, 12 fish; Eggington, Fanny, and Ariel, 6 each; Symmetry 4, and 1100 seals; Enterprise, 3; Oakhall 7, nearly full; Caroline, 4 or 5; Blenheim, 7, 155 butts; Truelove, 11; John, 3 or 4; Maria, 9; Samuel, 3; Minerva, 7; Lottery, 3; North Briton, 7; and Manchester 8.

Captain Havitt also brings accounts of the success of the ships belonging to the following places, viz. Dunbar; North Star, 2 fish.—Liverpool; Hermit 11, and Peggy 3 —London; Brissot 5, Dingwall 5, Nancy 9, Inverness 3, Lively 7, Prince of Wales 4, Edward 3, Success 1, Young Eagle 3, Dundee 1, and Kent 1.

10. Yesterday arrrived a mail from Lisbon, brought to Falmouth in the Prince Adolphus packet, in thirteen days. It appears that Admiral Lord St. Vincent sailed from Minorca on the 23d of May, having been previously joined by Rear Admiral Whitshed's squadron, supposed towards the Bay of Roses. The last accounts from his Lordship, brought to Lisbon by the Europa, of 50 guns, are dated the 18th ult. when he was in good health, and had no intention of resigning his command. No action had then taken place. It was understood at Lisbon, on the 24th, that the French fleet had sailed from Toulon on the 26th of May, and that the Spanish squadron continued at Carthagena, repairing its damages. Admiral Sir Alan Gardner, after sending Sir James Saumarez, in his Majesty's ship Cæsar, with L'Aimable frigate, into the Tagus on the 16th, to bring out the French prizes taken by Lord Nelson in the Battle of the Nile, sailed with them from the mouth of the Tagus on the 22d, for England; on board of which, and some transports, all the British troops in Portugal are embarked, in order to form part of the Secret Expedition.

The Flora and Alcmene frigates were cruizing on the coast of Portugal when the last accounts were received from Lisbon.

His Majesty's ships Europa, Ulysses, and Calcutta, arrived at Lisbon on the 18th ult. from the Mediterranean, and the Europa and Ulysses were appointed to sail with the convoy of merchant ships, which consisted of about twenty sail, for England, on the 30th of June, so that the fleet may be shortly expected to arrive.

The Calcutta sailed from the Tagus on the 23d of June, having on board the regiment of Royals bound for Ireland.

Last Tuesday the Seaford fishermen observing a vast quantity of fish in that bay, which gave an unusual motion and complexion to the water, they procured a large net of Captain Harben, and soon dragged near 800 fine mackerel on shore.

The following instance of French barbarity accords with their conduct during the whole of the present war, and must remind our readers of similar cruelty exercised towards the Benson at the commencement of the war, which we noticed in our Historical Account of Naval Transactions:

Dover, July 4. The capture of the ship Benjamin and Elizabeth, one of the West India fleet, was fraught with great cruelty. The night of Monday, on which she was taken, was remarkably foggy, and about half past nine, Dungenness about four leagues, she was hailed by a lugger, who running under her quarter, asked her if she wanted a pilot. On being answered No, a fellow on board the lugger, who spoke good English, desired them to back their mainyard and surrender, and, at the same instant firing a volley of musquetry, boarded her on the quarter. The captain and mate of the Benjamin, and two English seamen (the rest of her crew, amounting to eight, being foreigners), fired the only gun they had on that side into the lugger; but the Frenchmen had effected their boarding. Captain White, his mate, and the two seamen, continued, however, with all the gallantry that characterizes British sailors, to defend their vessel, and had actually beaten the Frenchmen from their deck, and the mate was gallantly lashing the lugger's foremast to the Benjamin's quarter, when they were boarded on the beam by a second lugger, the crew of which came on their backs while they were yet engaged with the lugger on their quarter, and inhumanly, although they had possession of the ship, cut and

shot all they met. The captain, who was wounded severely, was by two of the villains, thrown from the ship overboard, but picked up by the lugger; the mate was cut with a sabre in several places, and a pistol put to his mouth (though unarmed), and fired off, the ball went through his tongue, and lodged under his shoulder. One of the seamen had also a pistol put to his cheek and fired; the ball went through his mouth, and was extracted from under his arm. Both of these men are, however, we are happy to say, likely to recove. Fortunately his Majesty's sloop, Racoon, stretching out from the land to protect the rear of the convoy, heard the firing, and got sight of the ship, which she re-captured in about ten minutes after the luggers had hauled off. Shortly afterwards, it clearing a little, Captain Lloyd got sight of the two luggers, one of which was within musket shot. The Racoon immediately opened her broadside upon her, and on the smoke's clearing away, not a vestige of the lugger appeared upon the water, consequently the vessel and her whole crew went to the bottom. The other lugger, though at a much greater distance, was still plainly to be seen; but the fog again coming on, the Racoon lost sight of her.

COURT OF KING'S BENCH, JULY 4.

GREEN v. NEWT.

This action was brought against the owners of an East India ship, called the Ceres, of 1200 tons, by the owners of a transport ship, called the Echo, for negligently running foul of her, in consequence of which she had sustained damage to the amount of 939l. This happened in the East Indies, in the course of a secret expedition from Madras.

After counsel were heard, and the witnesses on both sides examined, the jury found a verdict for plaintiff up to the whole extent of his demand.—*Verdict for plaintiff, damages* 939*l.*

The Lords of the Admiralty have ordered the Inspector sloop of war to take the merchant ships bound to Archangel under convoy, as soon as they shall be assembled at the Nore, and see them as far as the latitude of 64 degrees on their way of destination, calling off the Humber, &c. for the trade assembled there. They have also, in a letter from Mr. Nepean, dated the 6th inst. given the assurance to the merchants concerned in that trade, that ships of war will be appointed in proper situations for the protection of homeward bound ships.

Government has purchased a large ship of 1000 tons, called the Empress Mary, built at Archangel, which is now taking in naval stores, &c. at Woolwich, for the British fleet in the Mediterranean. The cargo consists of masts, yards, cables, &c. which it is understood Lord St. Vincent is much in want of. Mr. Laird, an experienced master in the Navy, is appointed to the command of the above vessel.

Some opulent merchants at Bristol are forming themselves into an association for carrying on the whale fishery upon a very extensive plan.

Roach and dace at this moment sell for three halfpence and two-pence a-piece to the manufacturers of beads and necklaces, who employ the scales of them in making the glazed part of that article. The scales of the barbel are also sold, for the above purpose, and fetch an high price.

Yarmouth, July 10. Arrived the Russian fleet under Admiral Tate, from a cruise off the Texel; and the Dordrecht of 64 guns, Wassenaer of 64 guns, and the Hebe, of 38 guns, armed *en flute*, to take on board troops.—A flag of truce came out of the Texel on Sunday last, to Lord Duncan's fleet, under the Prince of Orange's colours.

NAVAL OBELISK.

We deem it highly probable that the *Grand Naval Obelisk*, about to be erected in commemoration of the glorious successes of our Navy, will have to embrace a *fifth* great Naval Victory. The plan is certainly highly deserving the patronage of the public, and it has the recommendation of the best and highest support in this country. The City of London, we have no doubt, will carry their ideas with respect to a perpetuation of our naval glory, by means of some public building, into effect, by liberally supporting the plan now before the public, the suggestion and device of Alexander Davison, Esq. of St. James's-square, whose patriotic spirit upon this, as well as some other occasions that we could mention, deserves the highest praise.

NAVAL AND COMMERCIAL BILLS,
AND REGULATIONS.

HOUSE OF COMMONS, JUNE 18.

Mr. Rose brought up the Ship Postage Bill.

June 21. Mr. Rose obtained leave to bring in a bill to permit the importation of wool in vessels belonging to powers in amity with his Majesty. He stated the reason for this measure to be the present very high price of Spanish wool.

June 24. The British Fisheries Bill was brought up, and ordered to be read a third time. The Levant-Trade Bill was read a third time, and passed.

Mr. Pitt moved the following resolutions:

3,307,200*l.* for the transport service for 1799, and for the maintenance of the prisoners of war at Hull.

35,000*l.* to enable his Majesty to grant indemnification to Lord St. Vincent and Sir Charles Grey for the decrees of the Court of Admiralty relative to certain captures, &c. in the West Indies.

The House went into a Committee on the West India Exportation and Importation Act.

Mr. Rose moved a resolution, which was agreed to, "That goods from the Colonies brought in American vessels, or the vessels of powers in amity with this country, shall be permitted to be landed in our ports under the provisions of the said Act."

June 26. On the motion of Lord Hawkesbury, the House resolved itself into a Committee to consider the Act of the 13th and 14th of Charles II. and came to a resolution to permit the importation of pitch, tar, and deal boards, from Hamburgh, Altona, and Gluckstadt, in British-built ships registered according to law. The Report was ordered to be received.

LONDON PORT BILL.

On the Motion for the third reading of the Bill to improve the Port of London,

Mr. Manning opposed the compulsory Clause as a monopoly; he then moved that the Clause be omitted

Lord Hawkesbury supported the Clause, and insisted that plunderage to the amount of from two to three hundred thousand a year would be saved, if the plan of the Isle of Dogs should be adopted.—The House divided on Mr. Manning's Motion.

For it	-	-	-	19
Against it	-	-	-	54
			Majority	—35

The Bill was then read a third time, passed, and ordered to the Lords.

July 1. The Hamburgh, Altona, and Gluckstadt Naval Stores Bill was read a second time, and ordered to be committed to-morrow. This Bill was read a third time, and passed, July 4th.

The East India Shipping Bill was read a second time, and ordered to be committed to-morrow.

July 3. Mr. Pitt, in a Committee of the whole House, moved several Resolutions as the foundation of a Bill to enable his Majesty to permit the importation of certain goods to be specified, in ships belonging to powers in amity with his Majesty. The Resolutions were agreed to, and, the House being resumed, reported, and leave given to bring in the Bill, which was read a first time.

EAST INDIA TRADE.

July 12. Mr. Dundas said, that if the papers respecting the exports from this country to India, and the imports from thence, which were now laid before the House, had been produced sooner, he should, in consequence of the notice he had at an early part of this Session given, have entered upon the subject of the trade between Great Britain and India. At this period, however, while

the House was about breaking up, he would not trouble them further than to state, that, in his opinion, the Court of Directors of the East India Company had sufficiently the means in their own hands to grant such facilities to the private trade, and establish such regulations as would, with great benefit to themselves and to the State at large, secure to this country the whole of the trade from British India, and which trade certainly would naturally find its way to the port of London, if proper arrangements were made:—At all events, if measures were not taken soon to effect this desirable object, he should deem it his duty to call the attention of the House to the subject as soon as they met again.

HOUSE OF LORDS, JUNE 20.

SLAVE CARRYING BILL.

The House then resolved itself into a Committee upon this Bill; when, upon the suggestion of the Duke of Clarence, the first of August next was expressly named as the time for its taking place. His Royal Highness then moved to leave out certain words in a clause relative to the height between decks, which fixed it at five feet, for the purpose of introducing a scale of heights, according to the burthen of the ship, commencing at four feet two inches, and going on to five feet eight or ten.

This drew on a very long debate, in which the amendment was strongly opposed by Lords Grenville and Spencer, and the Bishop of Rochester, and as warmly supported by Lords Thurlow, Liverpool, Kinnoul, and the Duke of Clarence. On the question being put, a division took place, when there appeared for his Royal Highness's amendment,

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Several amendments were proposed to other clauses, which produced a long conversation, but they were all rejected but those moved by Lord Grenville.

At half past twelve o'clock, the Bill being gone through, it was ordered to be reported.

July 2. The Wet Dock Bill was read a first time; and, on appointing a future day for the second reading of it,

The Earl of Liverpool rose, and observed upon the extreme utility of the Bill, expressing his surprise that the City of London, the metropolis of this great commercial country, should have been so tardy in endeavouring to get a Bill passed to that effect; and the more so, as the advantages, in respect to the extension of their trade and navigation, that Liverpool and Hull had derived from the improvement of their ports and docks, was matter of public notoriety.

July 10. Lord Grenville gave notice, that he should bring forward a motion early in the next Session relative to the safety of the West India Islands as connected with the Slave Trade; preparatory to which he then moved, That there be laid before the House the Log Books of the vessels engaged in the Slave Trade from the year 1781 to 1798, and several other papers relative to that trade.—Ordered.

EAST INDIES.

JUNE 18 TO JULY 13.

June 18. A Court of Directors was held this day at the East India House, when Captain John Luard was sworn into the command of the Swallow packet.

A number of ships, of the increased burthen of 1500 tons, have been permitted to be built for the India Company's service.

The Chairman also informed the Court, that the Court of Directors had come to the resolution of thanking Lord Nelson for the eminent services rendered by him to the Company, and to request his acceptance of the sum of 10,000l.

The East India Fleet sailed on the 19th from Portsmouth, under convoy of the Ganges.

A new mint is established at Calcutta for the coining of private silver; all individuals who send silver to this mint, being private property, are to pay 3*s*

per mill for coinage. In each province of the Mogul Empire are established one or more mints.

Several extra ships are to be taken up for the service of this season, to proceed to Bengal for gruff goods.

EAST INDIA HOUSE, JUNE 28.

Yesterday a General Court of Proprietors of the East India Company was held at the India House, pursuant to adjournment, for the purpose of taking into consideration a bill proposed to be brought into Parliament for regulating in future the shipping concerns of the Company. After some debate it was read, as altered by the Company's law officer. By it ships are allowed to proceed six voyages; if lost or captured before the completion of the fifth, the commander, if exonerated, is to have leave to build another; or if dead or disabled, the chief mate may build on the same terms. In this shape the bill passed unanimously.

The Deputy Chairman stated, that the Court was to take into consideration a resolution of the Court of Directors to suspend the 2d and 3d sections of the 13th chapter of the bye laws, in favour of the Ocean and Henry Addington, and permit two ships to be built on their bottoms. A resolution to this effect, after some conversation, was adopted by the Court.

The Deputy Chairman then acquainted the Court, that it was made special, at the desire of nine Proprietors, who had informed the Court of Directors that they might probably offer a resolution respecting the printed proceedings on the subject of illicit trade.

Mr. Lushington, after a short speech, moved,

"That this Court are of opinion, that there is no ground of suspicion against David Scott, sen. or the house of David Scott, jun. and Co. and that it is incompatible with the justice of this Court to withhold this declaration of their opinion."

Mr. Chisholme considered *Commerce* a fair dealer, and seconded the Resolution.

Mr. Moore.—When there is no bribe, there is no temptation! He wished to know if any proceedings were ordered to be instituted against any other persons.

The Deputy Chairman replied, there were not.

Mr. Elphinstone said, he imagined the printed papers on Illicit Trade were not candidly and steadily perused. Could any man, said he, view them but with an eye of suspicion? He entered into a minute investigation of the original proceedings which gave rise to the enquiry. His opinion was still the same; he was so well convinced of this infamous traffic, that he should maintain his sentiments to the latest hour of his existence. He concluded a very long speech with hoping that the Bill of Discovery might be carried into effect.

A long debate took place, and after the former grounds for and against had been traversed, a ballot was demanded on the original question, which is to take place at the India House on Tuesday the 19th of next month.

July 4. A General Court was held at the India House, when the bye-laws were suspended in favour of the Henry Addington and Ocean.

The Swallow packet, in consequence of the expedition it is intended she should make, will not take on board any passengers. The exact time of her being dispatched cannot be ascertained, as she is under secret orders. Letters are, however, receiving at the India House to go by her to all parts of India.

10. Yesterday a General Court was held for the purpose of determining by ballot the following question:

"That it does not appear to this Court, that in any of the papers which have been published respecting Illicit Trade, there are any grounds of suspicion against the house of David Scott and Co. and therefore it would be incompatible with the justice of this Court to withhold this declaration of its opinion."

On summing up the votes, the scrutineers reported the numbers to be,

For the question - - - - - -	448	
Against it - - - - - - -	325	
Majority		123

Admiral Rainier has sent a frigate to cruise off Trincomale, to intercept one of the three French ships which escaped from Port Louis.

13. Yesterday morning Lieutenant Skynner, of his Majesty's ship Raisonable, of 64 guns, arrived at the Admiralty, with intelligence of the safe arrival of the homeward-bound East India fleet, under convoy of that ship. Several of the pursers arrived at the India House at the same time, and communicated the same pleasing advice. They all have reached Deal, and are as follow:—Lord Camden, Henry Dundas, Dover Castle, and Good Hope, from Madras; Busbridge, from Bengal; Melville Castle and Rockingham, from Bombay; Admiral Gardner, from Bencoolen.—Extra ships, Bombay, Anna, from China; Varunna and Atlantic, from Bengal, private ships; Calcutta and Highland Chief, from Bengal; Soleby Castle, from Bombay; Morse, Elligood, Canada, Whalers.

13. Advice has been received that, on the 28th of January, some of the enemy's ships appeared off Macao, with an intent to capture the Indiamen lying in the Second Bar. They consisted of one Spanish ship of 80 guns, one of 74 guns, and two frigates of 40 guns each, with a French frigate and corvette. Fortunately his Majesty's ship Arrogant, of 74 guns, Intrepid. of 64 guns, and the Virginie frigate, were at anchor off Macao. The enemy did not seem inclined to hazard an action, and anchored very near the British ships. At that time it blew very hard from the south east, and both squadrons parted from their cables, and were driven out to sea. On the 31st of January the English squadron regained the river, but the Spaniards were not seen afterwards.

On the 11th of February the homeward bound ships sailed from Canton, with the Arrogant, Intrepid, and Virginie; and on the 27th, the Arrogant and Virginie parted, and sailed for the Prince of Wales's island; the Virginie, however, returned, and on the 8th of March, with the Intrepid, proceeded to Ceylon. The Company's regular ships, Exeter, Brunswick, Bombay Castle, Fort William, Bridgewater, and Airly Castle, with the Barwell extra ship, then formed one division, and parted from the Carron, Surat Castle, Anna of Bombay, and Anna of Bengal, which formed the other division. On the 9th of April, the Anna of Bombay parted company. The Company's ships Walpole, Dublin, Malabar, Caledonian, and Contractor, sailed from Canton for Bengal on the 6th of January.

The following outward bound East India ships have arrived safe at the Cape of Good Hope, viz. the Margaretta Ann, Oak, Hillsborough, Taunton Castle, Carnatic, and Bangalore.

Every thing was quiet at the Cape of Good Hope on the 18th of April. Several small vessels had been sent in there prizes to our cruisers. We are informed, that five ships had been seen out of the Mauritius, and it was generally imagined they were going to the relief of Batavia, which, from various accounts, is said to be in a very deplorable condition, in consequence of not having received for two years past the usual supplies from Europe.

24. A Court of Directors was held at the East India House, when John Locke, Esq. received permission to build two ships of 1200 tons for the year 1801, at 15l 19s. peace freight with kintledge, and 17l. 5s without kintledge. War contingencies for the first voyage 11l.—second, 10l.—third, 9l—and fourth, fifth, and sixth voyages, 8l.

Mr. Gilbert Ferguson was appointed surveyor of shipping, in the room of the late Mr. Snodgrass, as was Mr. William Gillett first assistant.

PLYMOUTH REPORT,

FROM JUNE 22 TO JULY 19.

June 22. WIND S. E. Fair. Sailed the Railleur, 20 guns, Captain Rayner, on a cruise.

23. Wind N. W. Small rain. Letters from a lieutenant of the Argo, 44 guns, Captain Bowen, dated in April last, state, that Minorca was in a most respectable state of defence, and the troops in high spirits. Our cruisers were very successful, and the Argo was then under orders for Algiers with valuable presents for the Dey.

24. Wind. S. E. Fair. Two French officers * belonging to a prison ship in Hamoaze, escaped in a boat, and hired a post chaise, for seventeen guineas, to carry them to London. They got safe to Honiton, but suspicions arising they were stopped, conveyed to Exeter jail, and conveyed back to this prison. The person who aided them in their escape is in custody, and is to be tried at the Exeter assizes. L'Immortalité, 44 guns, is gone into dock to refit, and the St. Joseph, 110 guns, Spanish prize, went into the Great Dock, which was just large enough to receive her.

25. Wind S. E. Fair. Admiral Lord Bridport and Vice Admiral Pole went on board the Royal George, 110 guns, and made the signal for all officers to sleep on board, preparatory to their sailing on a secret expedition, supposed to be the destruction of the Spanish ships sheltered in the Isle of Aix. Three bomb-vessels are hourly expected to join the expedition.

26. Wind variable. Arrived the Aimwell gun vessel, from Bristol, with a convoy; she went into Barnpool to refit. Sailed the Dolly and Lurcher cutters to join the fleet under Rear Admiral Berkeley, off Rochefort. Arrived the Mary, Bartlett, from Lisbon, with fruit, and the Minerva, Carlton, from Bourdeaux to Emden, sent in by the Hecate, gun-vessel, Lieutenant Burlton. Arrived the Speedwell and Black Joke luggers from a cruise. Lieutenant P. and Mr. J. of the Royal Navy, fought a duel near Mount Edgecumbe, and after discharging two pistols the seconds interfered and the affair was adjusted. The quarrel was of three years standing.

27. Wind S. E. Rain. Went down into the Sound La Loire, 48 guns, Captain Newman. This morning, pursuant to orders from town, Admiral Lord Bridport struck his flag on board the Royal George, and set off for Cricket Lodge in his way to town. Vice Admiral Pole, flag captain of the fleet, hoisted his flag as commander at present of the Channel Fleet. In the afternoon she sailed with the Sulphur, Volcano, and Explosion, bomb ketches, with some artillery men on board, to bombard the Spanish fleet near the Isle of Aix.

28. Wind N. N. W. Fair. Arrived the Jupiter, Monk, from Surinam to Copenhagen, with sugar, coffee, &c. supposed Dutch property, detained and sent in by the Spitfire, 20 guns, Captain Seymour. Also the Pallas, from Uddervalla, bound to Nantes, sent in by the Railleur, 20 guns, Captain Rayner.

29. Wind W. N. W. Cloudy. Letters of the 14th May, from La Tigre, 84 guns, Sir S. Smith, state, that with the British and Turks combined in attack had been made by a sortie on Buonaparte's entrenchments before St. John D'Acre; and after a very severe conflict they were forced. Major Oldfield of the marines, and Captain Wilmot, of the Alliance, with several seamen and marines, fell in the action. Went into dock the Aimwell gun brig. La Decade, 44 guns, is commissioned, and the command given to Captain Wallis, late of the Proserpine frigate.

30. Wind S. W. Fair. This morning a duel was fought near Stoke between Lieutenant M. and Lieutenant C. of the marines. After two shot, the latter of which passed through the ancle of Lieutenant C. the affair was settled. Lieutenant C. had the ball extracted, and is declared out of dangor. The

* Citoyen Nicolas and Citoyen Delassas.

John brig, Day, master, was brought in yesterday under very suspicious circumstances. She was bound and cleared out from Limerick to London, with provisions, and was fallen in with by the Amelia, 44 guns, Honourable C. Herbert, in the rear of a French convoy steering for Brest. The Amelia succeeded in cutting her off, supposing her to be a French vessel, and has the master in custody on board. The master says he mistook the coast of France for the coast of Wales! During the late war the American and French privateers were victualled in the above way; and the present Earl St. Vincent, then captain of the Foudroyant 84 guns, fell in on the coast of France with several vessels of the above description, and always made a point to put some trusty person on board them, and convoy them to the destined ports for which they were cleared out.

July 1. Wind S. W. Fair. Arrived the Plymouth lugger, Lieutenant Eliot, from a cruise. She captured in her late cruise two smugglers, laden with 1200 ankers of spirits. She spoke the Princess Royal packet from the Leeward Islands, out 55 days, very sickly. This morning Lieutenant D. of the navy, and Lieutenant M. of the marines, fought a duel near Stoke. After two fires Lieutenant D. had a bullet in his thigh, when the seconds interfered, and he was conveyed to his lodgings somewhat faint with loss of blood; but hopes are entertained of his recovery.

2. Wind S. W. Rain. Arrived late last night the Cygnet cutter, in six weeks from Jamaica, with the mails, which were landed and forwarded directly to the General Post Office by express. The Cygnet three months since carried out the mails to Jamaica; on her passage she fell in with a large French privateer of superior force, which she gallantly beat off, by which means she carried the mails safe to the island of Jamaica. Sailed the Louisa, 14 guns, Lieutenant Burlton, with dispatches for Earl St. Vincent. Passed up the Vengeance, 74 guns, and the Jamaica fleet, all well. Arrived the Fishguard, 48 guns, Captain Martin, and the George cutter, from a cruise.

3. Wind S. W. Cloudy. Sent in by the Amelia, 44 guns, Captain Herbert, the Thuriston Wortze, from Havre to Mogadore, with sundries. Came in the Two Friends of Waterford for London, with provisions, taken by the Vengeance French privateer from Vigo, and retaken by the Fowey cutter, Lieutenant Derby, 11 leagues S. W. of Cape Finisterre. The Goodwill, a sloop with butter and lard, was retaken at the same time, just as the Two Friends left the Fowey. Sailed the Melpomene, 44 guns, Phaeton 38, and Doris 38, with several flat-bottomed boats, for the secret expedition fitting out at Portsmouth.

4. Wind S. W. Rain. Arrived the George cutter from the coast of France.

5. Wind S. W. Cloudy. Arrived from Isle Bas the Spitfire, 20 guns, Captain Seymour. Arrived also from Morlaix, which she left on Tuesday, the John cartel, Singleton, master. The municipality were so strict that no person was permitted to land. Arrived a South Sea whaler. Sailed the Swift cutter on a cruise, and the Black Joke lugger, Lieutenant Nicholson, with dispatches for Vice Admiral Pole, off Rochefort.

6. Wind S. Fair. Arrived the Fowey cutter, Lieutenant Derby, from carrying dispatches to Vice Admiral Sir A. Gardner, Bart. He spake the Mars, 74 guns, Rear Admiral Berkeley, all well, last Monday, off the Isle of Aix; besides the two vessels already retaken by the Fowey, she has taken the Tiro, with tin, &c. What is remarkable, on her last voyage she was taken by a French privateer, and retaken by the Railleur, 20 guns, Captain Rayner; her cargo sold, salvage paid, she proceeded to take in tin, and was taken and again retaken by the Fowey, and sent in here.

7. Wind S. Fair. Came in the Sybil of London, Captain Llewellyn, from South Georgia, bound to London with oil and skins; by her is learned that the bark Minerva, Captain Barker, was lost on the coast of Georgia last April. Sailed the Hecate gun-vessel, Captain Burlton, on a cruise.

8. Wind S. W. Hard rain. Sailed the Speedwell schooner, Lieutenant Tomlinson, on a cruise. This day was commissioned the Windsor Castle, 98 guns, by a lieutenant. She is said to be for Captain Manley, of the Mars, now off Rochefort.

10. Wind S. W. Fair. The Sylph, 18 guns, Captain White, came in with dispatches from the Isle of Aix, which were forwarded by Admiral Sir T. Paisley, commander in chief, to the Admiralty. It is said they contain an account of the failure of the expedition against the Spanish ships in the Isle of Aix, off Rochefort.

11. Wind S. E. Rain. It appears by letters received from the fleet off the Isle of Aix, that it was impracticable to effect the destruction of the Spanish squadron in those roads, as they were defended by strong mortar batteries, and a cut down 64 gun ship, with heavy metal, at the entrance of the harbour, which was too shallow to admit of heavy ships to attempt working in against so tremendous a fire from the enemy.

12. Wind S. W. Rain. Passed up the Raisonable, 64 guns, Captain Boyle, with twenty sail of homeward-bound East Indiamen, last from the Cape. Also passed up a fleet from Jamaica. Arrived from off the Isle of Aix the Mars, 74 guns, Rear Admiral Berkeley, Captain Manley; Ramilies, 74, Captain Grindall; Ajax, 74, Captain Cochrane; also the Volcano, Explosion, and Sulphur, gun and bomb vessels, with the Speedwell and Bilboa tenders, from the Isle of Aix. Arrived the Galatea, 38 guns, Captain Byng, and Joseph cutter, from a cruise. Came in the Pearl frigate, Captain Ballard, from Portsmouth, and the Joseph cutter, from Lisbon. Came in a cutter from Vice Admiral Sir A. Gardner, Bart. to Admiral Sir T. Paisley, Bart. mentioning his being arrived in soundings, with five sail of Admiral Nelson's prizes. In consequence of which all the King's pilots at this port were ordered to Penlee Point to board and pilot them in. Passed up the Havick sloop of war, with the valuable linen ships from Belfast. The Diana, one of the convoy, with passengers, put into this port

13. Wind S. W. Rain. Arrived this morning from off the Rock of Lisbon, the Royal Sovereign, 110 guns, Vice Admiral Gardner, Bart. Captain W. Bedford; Cæsar, 84, Captain Sir J. Saumarez; Russel, 74, Captain Sawyer; with five of Lord Nelson's prizes, viz. La Tonant 84, Canopus 84, Spatriate 74, Aboukir 74, and Conquerant 74; also the Joseph cutter from a cruise. The Magnificent, 74 guns, Captain Bowater, passed up with the Lisbon fleet for the Downs; the rest parted off Cape Clear, for Cork, Liverpool, and Bristol. Captain Monckton arrived to take the command of the Mars, 74 guns, vice Captain Manley. Letters from Cork state the arrival there of the Goodwill, with lard and butter, captured by the Vengeance, French privateer, and recaptured by the Fowey cutter, Lieutenant Derby. Rear Admiral Berkeley, saluted Vice Admiral Gardner with 10 guns, which was returned.

14. Wind S. W. Blows hard. Arrived the Pearl, 32 guns, Captain Ballard, from Portsmouth, with the Melpomene, 44 guns, Captain S. Hamilton; also the Amiable, 36 guns, Captain Raper, from the Downs. Also from Dublin to Repnin, the Dorset yacht, Captain Sir A. Schomberg, Knt Sailed the Plymouth lugger on a cruise. Remain in Cawsand Bay seven sail of the line; in the Sound five of the line and fifteen frigates and sloops; five of the line are French, with five French frigates prizes, and two French sloops of war. Sailed the Sulphur and Explosion bombs to the eastward.

15. Wind S. W. Blows hard. Last night it blew a gale of wind at S. W. but the men of war in Cawsand Bay and the Sound, though it blew for several hours a perfect hurricane, yet the anchorage being good not a ship drove A boat upset in the Sound and all hands perished.

16. Wind N. N. W. Showery. Last night the sloop Trial, Jab, with wines, from Falmouth, which went on shore on the Cobler's Reach, near Michael's Battery, is got off, but lies bilged in the Pool. Came in the Eagle excise cutter, with 300 ankers of spirits. The whole garrison turned out this day, and fired three vollies in honour of the victory obtained over the French General Macdonald by the Russian General Suwarrow. Sailed on a cruise the Stag, 38 guns, Honourable Captain Yorke; the Fishguard, 48, Captain T. B. Martin; and the Suffisante, 14, Captain Whitman.

17. Wind S. W. Rainy. Arrived the Indefatigable, 44 guns, Captain Curzon, from a cruise; and the Railleur, 20, Captain Rayner, from off

Guernsey. This morning, per signal, the Mars, 74 guns, with the Tonant, Canopus, Spatriate, Aboukir, and Conquerant, French prizes, passed up the harbour. The bands of the marine corps, the Royal Cornwall, and First Wilts, were posted on the headlands, playing Rule Britannia, God save the King, and Britons strike home, accompanied by nine hearty cheers from hundreds of spectators assembled on the joyful occasion. Each ship, as she passed, returned the cheers; the men of war through which the prizes passed manned ship and cheered also. Sailed the Mondovi, 18 guns, with dispatches for Vice Admiral Pole.

18. Wind S. E. Rainy. Arrived the Amelia, 44 guns, Honourable C. Herbert, having sprung her foretop-mast in a gale of wind. Sailed the Nereide, 36 guns, Captain Watkins, for Portsmouth. Sailed the Atlas, 98 guns, Captain Jones, for Admiral Pole.

19. Wind W. Cloudy. Orders came down this day to the contractor for fresh beef to get ready 50 bullocks to be shipped directly in L'Achille, 74 guns, for the use of the squadron under Vice Admiral Pole. A contract was also entered into this day at the Victualling Office for several tons of hay for the use of the cattle on their passage, at 5l. per ton, to be delivered directly.

PORTSMOUTH REPORT,

FROM JULY 3 TO JULY 24.

July 3. The Diamond frigate, Captain Griffiths, has captured and sent into this port a large Spanish ship, laden with brandy. The Diamond, and her convoy of East-India ships, arrived at Madeira in eight days after sailing from this port. Arrived the Phaeton frigate from the westward, and Eugene sloop of war from the eastward, with flat-bottomed boats, for the intended secret expedition.

4. This day sailed the Hebe troop ship, with a convoy for the Downs; the Expedition is also ordered to eastward, with the Experiment, which sailed last night, and her signal is out for sailing; they are to bring troops round to Southampton, intended for the expedition.

9. This day thirty revenue cutters, which are at this port to attend the secret expedition, received orders to embark on board them 3000 troops.

14. Arrived this day at Spithead, the Magnificent, of 74 guns, Captain Bowater, with some merchantmen, from Lisbon. She sailed on the 17th ult. in company with the Royal Sovereign, of 100 guns, Admiral Sir Alan Gardner; Cæsar, of 80, Sir James Saumarez; Russell, of 74, Captain Sawyer; L'Aimable frigate, a sloop, and five of Lord Nelson's prizes. The Royal Sovereign, Cæsar, and Russell, with the prizes, put into Plymouth; L'Aimable and the sloop escorted the trade to Liverpool, &c. Yesterday arrived the Diamond frigate, with a French schooner of 18 guns, which she captured a few days since.

24. Arrived at Spithead his Majesty's ships La Suffisante and Haerlem. The latter brings accounts, that coming down the Mediterranean from Naples, in company with the Centaur, they fell in with three frigates and two corvettes, which each fired a single shot, and surrendered. Their names are Alceste, with a rear admiral's flag, of 36 guns and 460 men; Juno, of 44 guns and 500 men; Courageaux, of 44 guns and 500 men; two corvettes, of 16 guns each.

Two cutters were in sight, and the fleet within hearing when the above captures were made.

The next day they joined Lord Keith, who discovered the combined fleets, and sent the Penelope cutter to reconnoitre, who was attacked by a French brig, which she beat off, but a Spanish frigate coming down she was captured. Lord Keith attacked the rear of the enemy, consisting of 58 ships, the English only 34. The action commenced at seven in the morning, and at two o'clock continued with great fury. The Haerlem's officers could then see only 28 of the enemy, several of which had lost their top-masts. The action was fought on the 8th instant.

APPOINTMENTS.

(JUNE 18 TO JULY 13.)

CAPT. Sir Henry Trollope is appointed to the command of Le Juste of 80 guns.

Capt. E. Riou is appointed to the command of the Amazon frigate, 38 guns, fitting at Woolwich.

Captain Browell is appointed to the command of the Princess Augusta yacht, fitting at Deptford.

Vice Admiral Græme is appointed Port Admiral at Sheerness, in the room of Vice Admiral Mitchell, who commands the Naval Force which is to assist the troops employed in the secret expedition.

Captain Nicholas, who went round the world as midshipman under the late Capt. Vancouver, is appointed to the Ceres.

Capt. Morris, late of the Lively frigate, is appointed to the command of the Phaeton, the ship which carries Lord Elgin to Constantinople.

Capt. Henry Hill to command the Gorgon.

Capt. Rees, of the Houghton East India Man, is appointed to fill the vacancy of Master Attendant of Shipping at Madras.

PRESENTATIONS.

(JUNE 18 TO JULY 13.)

June 19. Captain Cuthbert, of the Majestic, on promotion, who took the command of that ship after Captain Westcott fell in the action off the Nile.

The gallant veteran Earl Howe, was at the Levee for the first time this season, and appeared in good health and spirits.

June 26. Captain Durham, of the Anson frigate, on his marriage, and on returning from his cruize with the Channel fleet.

Capt. Webley, on his promotion in the Navy, by Admiral Lord Viscount Hood.

MARRIAGES.

The 16th inst. at Edinburgh, Capt. James Ross, of the Royal Navy, second son of Admiral Sir John Ross, of Balnagown, to Miss Catharine Farquharson, only daughter of James Farquharson, Esq. of Invercauld.

The 29th ult. with special licence, Admiral John Carter Allen, to Mrs. Stella Frances Freeman, of Devonshire Place.

Lately, Richard Harrison Pearson, Esq. Captain in the Navy, and son to Sir Richard Pearson, Esq. of Greenwich Hospital, to Miss Maria Holmes, of Westcombe Park, near Greenwich.

OBITUARY,

At Paris, in the 64th year of his age, Charles Borda, an eminent Mathematician, and one of the Authors of the new French system of Weights and Measures. He was a *Lieutenant de Vaisseau de Roi* under the old French Government, and with De la Crene and Pingre made a voyage to America, in order to ascertain the utility of certain instruments for determining the latitude and longitude. The account of this voyage was published under his inspection, with the title of "*Voyage fait par ordre du Roi en* 1771 *et* 1772, *en diverses parties de l'Europe et de l'Amerique, pour verifier l'utilité de plusieurs methods, et instrumens servant à determiner la latitude et la longitude tant du vaisseau que des cotes, isles, et ecueils*," *&c. par MM. Verdun de la Crene, Le Chev. de Borda, et Pingré*, 1778, 2 *vol.* 4*to.* He was the Author also of "Description et Usage du Cercle de Reflexion," 1787, 4to. and of several Physical and Mathematical Memoirs in different journals. He has been succeeded in the *Bureau des Longitudes* by C. Bougainville.

June 27. Monday se'nnight, as an officer and a marine belonging to the Inconstant frigate, were going on board in the Graving-dock, Liverpool, soon

after she took the blocks, the plank broke, and they both fell into the water; the former saved himself by swimming, but the marine was unfortunately drowned.

Captain David Wilmott, who, in promoting the service and glory of his country, fell at Acre, had been in 16 severe actions, in eight of which he was severely wounded. He was First Lieutenant of the Seahorse when that ship captured La Sensible, on which occasion he was made Commander into the Alliance.

Major Oldfield, of the Marines, was likewise an officer highly estimated, and, conformable to the meritorious conduct of his corps, had actually entered the works of Buonaparte, when he fell.

The 28th of March, at York, in Upper Canada, Benjamin Hallowell, Esq. aged 75, last surviving Commissioner of the late American Board of Customs, and father of Capt. Hallowell, of his Majesty's ship Swiftsure.

The 7th ult. in Thorney-street, Bloomsbury, Henry Turnbull, Esq. of his Majesty's Navy.

The 28th ult. at Bristol Hot Wells, where she had gone for the recovery of her health, Miss Ross, the youngest and only surviving daughter of the late Admiral Sir J. Ross, of Balnagown, Bart.

Additional Account of Sir Charles Lindsey's death, vide Nav. Chron. Vol. IX page 82.

This naval officer had been cruising off the coast of Demerary about a fortnight, when he came to anchor about four or five leagues from the mouth of the river, being unwilling to bring his ship into shallow water. He went on shore on Wednesday the 6th of March, and went with his Excellency Governor Beaujou to dine with Mr. Beete, the commissary, with a firm determination to go off to his ship the moment the water began to ebb. The Governor had repeatedly urged him to remain on shore all night, stating the extreme difficulty of his finding the ship, and the great danger of going out at night on that coast, particularly then, the weather being dark and squally, and even sent for the pilot, who also in vain endeavoured to dissuade him from his intentions. He left Mr. Beete's about 5 o'clock, just at high water: the ship firing signal guns all night created the first uneasiness respecting him; but nothing was heard with certainty until Friday morning, when a sailor was found nearly expiring on the West sea coast, at an estate called Bienfait, by the negroes, who gave notice of it to Dr. Perkins, by whose humanity and attention he was so far recovered as to relate, that his name was John Davis, that he was one of 6 men who were in the boat with Sir Charles on Wednesday evening; that they heard the guns and saw the rockets thrown up for signals, but never got sight of the ship; that between 9 and 10 o'clock the boat filled and upset, when Sir Charles and the men got on the bottom of her, where they remained driving about the whole night, with infinite difficulty retaining their situation. In the morning several small vessels passed near them; but, though they made every exertion to make themselves seen, particularly by hoisting a black and white handkerchief on an oar, they were not able to effect their purpose; that, about 9 o'clock in the morning, a ship (the Queen, of Liverpool) passed pretty near them; and Sir Charles ordered Anth. Hall and John Robinson to swim off with the assistance of the boat's mast, and endeavour to reach her; they did so, but in vain. About noon, finding it impossible longer to remain on the boat, from which they had been frequently washed, they each took an oar, and endeavoured to swim to the land; and that, when he (Davis) last saw his unfortunate captain, he was swimming pretty strong. On Thursday night Davis was thrown on the west coast, where he lay until morning, not having strength to get through the mud; Hall and Robinson were also thrown ashore the same night at the Fellowship, an estate not far from the Bienfait; they have all three been in great danger, but are likely to recover. Neither the body of Sir Charles, nor those of the other three seamen, were found. Thus perished a brave and amiable officer, in the prime of youth, with all the advantages of birth and fortune, added to those of high reputation in his profession, who fell a sacrifice to his strict attention to his duty; by rather hazarding the perils of a dark night, than sleeping out of his ship, and whose eulogium cannot be better made than by the sincere and heart-felt regret of his officers and seamen.

MEMOIRS OF

NAVIGATION AND COMMERCE,

FROM THE EARLIEST PERIODS.

No. III.

Continued from Page 466, Vol. I.

From darkest Time her humble Birth She drew,
And slowly into Strength and Beauty grew;
As mighty streams, that roll with gather'd force,
Spring feebly forth from some sequester'd source. HAYLEY.

Progress of Navigation slow and interrupted. Peculiar Dangers of the Grecian Seas. History of the Grecian Navy; their Men of War considered in detail. First invention of the Anchor. Ptolemy Philopater's Ship.—Hiero's Ship. Review of the different ranks in the Grecian Navy. Etymology of the term Admiral. Consideration of the knowledge which the Ancients are said to have possessed of The Compass. Greek Launch.—Order of sailing observed by their Fleets. Order of Battle.—Conduct after Victory.

NAVIGATION and Ship-building, as Dr. Robertson well observes *, are arts so nice and complicated, that they require the ingenuity, as well as experience of many successive ages, to bring them to any degree of perfection. When the different powers of Greece had formed themselves, from a vain spirit of independence, into separate states, they each displayed a distinct Marine Force: yet neither in The Heroic Age, as it is styled, nor even at a more advanced period during The Persian War, must we look for any of that nautical skill, or daring manœuvre, which so much distinguish the exploits of the British Navy. The black ships of Homer form an important group in the hands of such a master; but their magnitude, or force, exists only in the sublime descriptions of The Poet: the vessels of the Greeks were mostly without decks, and had but one mast:

* History of America, vol. i. book i.

strangers to the use of anchors, each threatening peril was considerably increased: it demanded the courage of an Hero not only to undertake a Maritime Expedition, but to trust himself on the waves in a bark, which once afloat was driven before the wind, with but a feeble power to counteract its violence. Hence, though the course of their most celebrated Voyages was but inconsiderable, the danger of them was great.

Yet even these feeble efforts of Naval Architecture were infinitely superior to the preceding ones, which a ruder age had constructed of leather*: thus Virgil, when describing the boat used by Charon, on the Styx, says,

——————— gemuit sub pondere cymba
Sutilis, et multam accepit rimosa paludem.
ÆNEID, vi. 414.

Whoever possessed sufficient ingenuity to improve these rude attempts, was received, as already remarked, among the number of their gods. Aries and Taurus were originally the names of two celebrated Ships, which having returned from a successful voyage, were consecrated according to the prevailing custom of the age.

Before we enter on the renowned Naval Expedition, that is recorded to have sailed from Greece against Troy†,

* The bottom and sides were extended on a frame of thin battens, or scantlings, of flexible wood, or begirt with wickers. Dardanus secured his retreat in one of them to the Country afterwards called *Troas*, when he was compelled by a severe flood to forsake his former habitation of Samothrace. Boats of a similar nature continue to be used on parts of the coast of Ireland.

† Troy, Dardania, or Ilion, was the capital of Troas, which some affirm to have been part of *Phrygia Minor*, situated between the two Mysias. Its principal towns were, *Percote*, *Abydus*, the Castle of the Dardanelles on the Asia side; *Arisba*; *Dardanium urbs*; Rhœteum; *Sigeum urbs*, the town of Janizzari, near which was the tomb of Achilles; and *Troja*, now in ruins. The rivers were *Scamander*, otherwise called *Xanthus*, Palæscamandria; *Simois*, which falls into the *Scamander*; *Andricus*, which also falls into the same river; *Granicus*, the Iezzara; *OEsepus*, the Spiga; *Rhesus*, *Heptaporus*, *Carsus*, and *Rhodius*, were not to be found in Pliny's time; *Selleis*, and *Practium*. Dardanus, ancestor in the sixth degree to Hector, was the first king of the country, and built Troy. Neptune repaired its walls in the age of King Laomedon. About 30 stadia from the ruins of the old city, which was captured by the Greeks, arose a new one, that bore the ancient name, and received ample donations from Alexander

it may be of service to our readers to give some account of the Grecian Navy, in as plain, and concise a manner, as the subject will admit.

The Seas which surround Greece, were, as they still continue, singularly adverse to a bold navigation: the Greeks of all ages have been excellent boatmen, but wretched seamen. The Mediterranean vessels at present, not excepting the French which are chiefly manned by Mediterranean sailors, never keep the sea but with a fair wind. "The English alone, accustomed in all their surrounding waters to a bolder navigation, commonly venture in the Archipelago to work to windward *." Hempen cordage

the Great, yet it continued small, and in the age of Strabo was nearly in ruins. Lempriere observes that Julius Cæsar, who wished to pass for one of the descendants of Æneas, intended to make it the capital of the Roman empire, and to transport thither the Senate and the Roman people: that the same apprehensions were entertained in the reign of Augustus, and in consequence Horace addressed the Ode to him, *Justum et tenacem propositi virum*, to dissuade from so wild a project. The Ancient City was built on a small eminence near Mount Ida, and the promontory of Sigæum, at the distance of about four miles from the sea shore.

A description of the plan of Troy has been published in French in the Third Volume of the Philosophical Transactions of the Royal Society of Edinburgh, written by M. Chevalier. This has been ably answered by Mr. Bryant. According to M. Chevalier, the old city stood on the present site of the modern village of *Bounarbachi*, distant four leagues from the sea. This village is situated on the side of an eminence, exposed to every wind, at the termination of a spacious plain. Close to the village is to be seen a marsh covered with tall reeds, and the situation is impregnable on all sides, except at Erin, Homer's Epistos, the *hill of wild fig trees*, which extended between the Scæan gate, and the sources of the Scamander. A very interesting part of this treatise by M. Chevalier, is the account of conical mounds, or barrows, several of them 100 feet in diameter at the base; which he maintains to be the tombs raised over the ashes of the Heroes who fell in the Trojan war. "It is astonishing," observes the ingenious Mr. Mitford, that among the many genealogies which Homer has transmitted to us, none is traced so far into antiquity, as that of the royal family of Troy." This city was twice taken, and plundered before its celebrated Siege. Strabo distinguishes the Trojan kingdom by the name of *Hellespontine Phrygia*; under that appellation it contained the Country afterwards called Troas, together with both shores of the Hellespont, and the large and fertile Island of Leabos.

* Mitford's History of Greece, vol. i.—a most admirable work.

† Mr. Wood in his Essay relates the following anecdote, which is also cited by Mr. Mitford:—"I remember," says the former, "to have heard an English Captain of a Turkey ship, a man of knowledge and character, say,

was unknown to the ancient Greeks, who used thongs of leather; their chief dependance was on their oars: the greatest danger was from the stoutest ship, since light vessels could keep close in shore, and find immediate safety in shoal water, or upon the open beach. Mr. Wood, in his Essay on Homer, appears to be of opinion that with all these disadvantages, Actions at sea could not have been known in the time of Homer; but as Mr. Mitford justly observes, this appears unlikely, since the terms* used by the Grecian Poet seem to prove the contrary.

The Men of War used by the Greeks had by way of distinction the term νηες; their other vessels received a name from the service on which they were engaged: thus those of burden were styled ὁλκάδες πλοῖα; such as were destined for the transport service στρατιώτιδες, ὁπλιταγωγοὶ; those intended to convey horse, ἱππηγοι; and store ships, with provisions and other necessaries, στρογγυλαι. Their Men of War also, as extending to a greater length, received sometimes † the appellation of μακραι, and from being chiefly managed by oars, that of ἱππαγωγοι, and κωπηρα. These were little better than large row boats; for, which is a singular circumstance, the knowledge they had of sails, was for a long time chiefly confined to their ships of burden. Their rowers accordingly, who were their principal support in action, became extremely dexterous; they pulled round, or brought the Ship to bear on the Enemy, with considerable skill; and though their mode of attack may appear puerile, since the valuable discoveries of the compass, and of gunpowder, yet still they displayed a gallantry, and firmness, that was peculiar to their Character.

that he did not scruple, in tolerable weather, to work to windward within the Arches, as our Seamen call the Archipelago (which is itself a corruption of the modern Greek *Aigiopelago*), but he made it a rule never to take off his clothes; and without leaving orders, to be called in the instant of any threatening appearance in the sky, or any dubious sight of land, never to quit the deck.

* Ναυμαχια. Iliad, l. 15. v. 389 and 677.

† Demosthen. Orat. adv. Septinem.

The principal writer on this subject is Scheffer, who has explained the different parts of which the Ancients formed their Ships with much accuracy and ingenuity. The learned Dr. Potter, in his Antiquities of Greece, has in the article of The Marine, paid great attention to this author. The Grecians divided their ships into the Body, the Prow, and the Stern: in the first was the keel, composed of wood, from its strength and firmness called στιφη. Only those styled μακραι, or Ships of War, whose hulls were straight, and of a small circumference, were provided with them, the rest having usually flat bottoms. Around the outside of this keel pieces of wood were fixed, to prevent its being injured when the ship was first launched into the water, or afterwards struck on the rocks; these were termed χθανσματα, *cunei*. Thus Ovid:

> Jamque labant cunei, spoliataque tegmine ceræ
> Rima patet.

Next to the keel was φαλκις, *the pump well*, or well room, within which was contained the αντλιον, or *pump*. After this, there was δευτερω τροπις, or *the second keel*, resembling in some degree what is at present called the false keel; it was placed below the pump, and called λισβιον, χαλκηνη, κλειτοποδιον; by some it is falsely supposed to be the same with φαλκις.

Above the pump was an hollow place, called also by Herodotus κοιλη της νηος, by Pollux κυτος and γαστρα, as being *large*, and *capacious*; by the Latins *testudo:* this was formed of crooked ribs, rising upwards from the keel, called by Hesychius νομεις, and by others ἰξκοιλια, in Latin *costæ*, and with us the floor timbers; upon these were placed planks, which Aristophanes calls στεφωσεις, or στεφωνιδα.

The πλευραι, *latera*, or sides of the ship, completely encompassed all the former parts; these were composed of large rafters, extending from prow to stern, and called ζωστηρες, because the whole was by them *girted*, and *surrounded*. In both these sides the rowers had their places, above one another, the lowest was styled θαλαμος, the middle ζυγα, and

the uppermost θρανοι. In these births were holes through which the oars entered; sometimes there was a continued opening from head to stern, called τραφηξ; but more commonly they had oar holes, which were styled τρηματα, and οφθαλμοι, as resembling *eyes*. The passengers appear to have found a birth between the respective banks of oars, athwart ship: on the top of all was a kind of deck to walk on, called παραδος.

The prow, or fore deck, sometimes called μετωπον, the *forehead*, was also distinguished by other metaphorical titles taken from the human face. Some ships appear to have been built with a double prow, as well as a stern, as was that of Danaus, fabled to have been decorated by Minerva, when he fled into Egypt. On the fore-deck was a kind of tower, which so long afterwards continued to be built on this part of a vessel, whence the present term Forecastle is derived. It was customary to adorn the prow with gold, and various ornaments of sculpture, such as animals, helmets, and triumphal wreaths, and to fit out the whole more in the manner of a yacht than as a man of war. On the extremity of the prow was placed a round piece of wood, called the εμβολις, from its bending, and sometimes οφθαλμος, the *eye* of the ship, because fixed in the fore-deck; on this was inscribed the name of the ship, which was usually taken from the figure painted on the flag: hence came the frequent mention of ships called *Pegasi*, *Scyllæ*, *bulls*, *rams*, *and tigers*, represented by the poets as living creatures, who transported their riders from one country to another. That chaste simplicity which so much characterised the Greek nation, does not appear to have extended to their Naval Architecture, which was gaudy, and out of character. It is curious to observe that a nation famed for carrying The Arts to the utmost perfection should fail in this respect; and that a more modern kingdom, fond of heavy decoration, and a gaudy pageantry, should have first displayed a correct taste in the decoration of their Ships: in this respect the French have shewn themselves superior to all the rest of Europe.

The Grecians, as already observed, covered the Prow of their vessels with gold, and various sorts of paint, and other ornaments. In the Heroic Age red was the favourite, and we accordingly find Homer gives his ships the title of φοινικοπαρῃοι, or *red faced*. The sky-blue was also used, as harmonizing with the colour of the ocean, whence we find ships called by Homer, κυανοπρωροι, and by Aristophanes κυανιμολοι. They had also the art of covering the sides of their ships with wax, which they understood the secret of introducing with much success on different occasions: the wax was prepared in such a manner, as neither for the sun, wind, or water, to have the least effect. Vitruvius describes the process in the ninth chapter of his seventh book; and we find the following allusion to this custom in Ovid:

Picta coloribus ustis
Cæruleam matrem concava puppis habet*.

To such readers as wish more fully to examine the ornaments used by the Antients in decorating their ships, we refer them to the monuments published by Baysius. That part of the ship which is now called her bows, was then styled her wings, πτερα, or according to others, παρῃαι, her *cheeks:* since the prow, as already noticed, was termed the forehead, it was more natural to suppose that the side should also be compared to some part of the human countenance.

The after-part of a Ship with little variation has continued to have the same name; πρυμνη, *puppis*, and *poop*, considering the different construction of these languages, has always kept close to its original term; nor is the French *pouppe*, an exception. The Greeks sometimes called it ουρα, or the *tail* of the ship. In the Stern of their vessels the Greeks reversed the present idea of ship building, since by making them swell into a bold round, they more resembled the bows of a modern ship, than her quarter. The whole of this part was very cumbersome, and ill adapted for the intended purpose. Two oars, of considerable size and length, served

* Fastorum, lib. iv.

the pilot on each side as an Helm; some ships had four of these, two of which were then occasionally fixed in the bows: these *gubernacula* were made different from the rest of the oars, as being wider and longer in the blade; which was also formed in another manner, being wider at each extremity than in the middle. Over The Poop a lanthorn was suspended. The ornaments on the Stern were generally of an orbicular figure, or were fashioned like wings, to which a small shield was usually suspended. They also occasionally fixed in this part, a sort of pole, in some degree resembling our Ensign Staff, from which waved ribbands of various colours: these served them as a vane to shew the direction of the wind, and also to distinguish their ships.

The first invention of the Anchor, which afterwards was so much improved by Epilamius*, is ascribed by Pliny to the Tyrrhenians; and by other writers to Midas, the son of Gordias, whose anchor Pausanias declares, was preserved until his time, in a temple dedicated to Jupiter. The most antient Anchors were made of stone†, and afterwards of wood, which contained a great quantity of lead: on some occasions baskets filled with stones, or shingles, and even sacks of sand were used. Those made on a more improved plan by the Greeks, when either Epilamius, (Eupalamus) or the Scythian philosopher Anacharsis, had added the double fluke, are said by Dr. Potter to have been much the same with what are used at present, except the transverse piece, which now forms what is called the stock. Each ship had an anchor which surpassed the rest in size, answering to our sheet anchor, which was never used but in cases of extreme danger, and therefore was esteemed sacred.

The Grecian sailors used the lead in sounding, which they hove by a chain; they had also long poles to discover the depth in shallow water; these they frequently employed to force the ship forward. Their harbours in general had large stones bored through, to which cables were carried out, and

* Nav. Chron. vol. i. p. 463.

† Apollonius Argonaut. Arrianus in Periplo ponti Eux.

made fast from the Ship's stern; hence the phrase *solvere funes, to loose their ropes*, which were termed *retinacula*. The oars, called Κωπαι, *remi*, from their inventor Copas, were usually covered in the broad part with brass: when the rowers wished to rest, they hung them on round pieces of wood covered with leather, called Σκαλμοι, by means of leathern thongs; the oar holes, or ports, were also covered with leather.

From the single Sail, at first in use, the Grecian Mariners introduced the αρτεμων, or *topsail sail*, the δολων, or *small foresail*, and the σπιδρομος, or *mizen sail*, with a variety of others: these were commonly of linen; in Dio* there is mention made of leathern ones: for want of better materials, the Greeks sometimes hung up their cloathes, as Hercules is said to have sailed with the back of a lion, because he thus suspended his lion's skin.

The Men of War were distinguished from other Ships by an Helmet carved on the top of the masts, and by various turrets that were calculated to defend their own men, and to annoy those of the enemy. These Ships are first said to have been rigged out by Parhalus, or Semiramis; by others they are attributed to Ægæon: their rate, or size, was denoted by the different tiers or banks of oars; the most usual number of which was four, or five; hence the trireme, quadrireme, and quinquireme gallies: these appear not to have been arranged, as some writers thought, on the same level in different parts of the ship; nor yet as was erroneously supposed, immediately above each other's heads; but to have ascended gradually, like stairs†. Ptolemy Philopater,

* Lib. 39.

† The Erythræans were the first who used a *double bank* of oars; which was further enlarged by Aminocles of Corinth with the addition of a *third*; this improvement is on the contrary assigned to the Sidonians, by Clemens of Alexandria:—Aristotle, a Carthaginian, added a *fourth* bank. Nesicthon, of Salamis, according to Pliny, or Dionysius, the Sicilian, according to Diodorus, a *fifth*; Xenagorus, the Syracusian, a *sixth*; Nesigiton increased the number to *ten* banks; Alexander the Great, to *twelve*; Ptolemy Soter, to *fifteen*; Philip, father to Perseus, to *sixteen*; Demetrius, son of Antigonus, built a ship with *thirty*. Besides these were other ships with half banks of oars, which seem to

urged by a vain glorious desire of exceeding every one before him, is reported to have augmented the number of banks of rowers to forty. This Ship being otherwise in equal proportion, it increased her to such a bulk, that she appeared at a distance like a floating island, and on a nearer approach, like a prodigious castle on the Ocean; being 280 cubits long, 38 broad, and 48 high; each cubit was one English foot, 5½ inches; she carried 400 rowers, 400 sailors, and 3000 soldiers. Another Ship, which the same prince built to sail on the Nile, was a stadium in length: and yet both these were as nothing in comparison to Hiero's Ship, built under the direction of Archimedes, on whose structure Moschion wrote an whole volume.—There was a sufficient quantity of wood in it to make fifty gallies; it had a great variety of apartments, such as banqueting rooms, galleries, gardens, fish-ponds, stables, mills, baths, and even a temple to Venus. The floors of the middle apartments were all inlaid, and represented in glowing colours the events in the Iliad; the ceilings, windows, and all other parts, were finished with wonderful art, and were highly embellished. In the uppermost apartments was a spacious gymnasium, or place for exercise: water was conveyed to the garden by pipes, some of hardened clay, and others of lead. The floors of the temple dedicated to Venus were inlaid with agates and other precious stones; the inside was lined with cypress wood, and the windows ornamented with paintings on ivory, and small statues: there was also a library. This celebrated Ship was adorned on all sides with fine paintings: it had 20 benches of oars; and was encompassed with an iron rampart, and eight towers, with walls and bulwarks, furnished with machines of war, particularly one that threw a stone of 300 pounds weight, or a dart 12 cubits long, the space of half a mile: many other particulars of this Ship are related by Athenæus.

have been between an unireme, and bireme, consisting of a bank, and an half; also those between a bireme, and trireme, having two banks, and an half. These, though built after the model of long Ships, or Men of War, are seldom comprehended under that name.

The Grecian men of war had the rostrum, or beak-head, fortified with brass; one, or more of these, were always fastened to the Prow, to annoy the enemy's Ships: it has been asserted that this was unknown to the Greeks during the early ages, and yet we find, as Dr. Potter observes, that Æschylus gives Nestor's Ship the epithet of δικρωτος, *armed with ten beaks*. Their men of war were also called *covered ships*, from the hatches, which were placed for the soldiers; that standing on such an eminence, they might level their missive weapons with greater force, and certainty. In the early periods of the Grecian history, particularly about the time of the Trojan war, we are told by Thucydides*, that they used only to fight upon what we should call the forecastle, and poop. Hides were generally hung on both sides, as well to prevent the sea from breaking in, as to receive the darts of their antagonists. They had also on board a certain dreadful weapon for that age, called the Δελφιν: this consisted of an immense piece of lead, or iron, cast in the shape of a *dolphin*, and hung to the yards, from whence it was thrown with such violence into the enemy's ships, as either to sink them, or to burst through their bottom.

Originally there was no difference of rank among the majority of the Grecian Seamen; the same men that handled the oar, flew when called on, to their arms: when afterwards the Marine began to be improved, and was considered of that importance, it always so justly merits, the following additions were made:

The great and constant drudgery of the Oar was given to the most notorious malefactors, as a punishment; who had no other place on which to rest after their labour, than their benches—

> Hìc patris Æneæ suspensam blanda vicissim
> Gaudia pertentant mentem: jubet ocyus omnes
> Attolli malos, intendi brachia velis.
> Unà omnes fecêre pedem: pariterque sinistros,
> Nunc dextros, solvêre sinus: una ardua torquent
> Cornua, detorquentque: ferunt sua flamina classem.

* Thucydid. Scholiastes, lib. vii.

Princeps ante omnes densum Palinurus agebat
Agmen: ad hunc alii cursum contendere jussi.
Jamque ferè mediam cœli nox humida metam
Contigerat; placidâ laxarant membra quiete
Sub remis fusi per dura sedilia nautæ *.—

Now smiling Hope, with sweet vicissitude,
Within the Hero's mind, his joys renewed.
He calls, to raise the masts, the sheets display!
The chearful crew with diligence obey,
They scud before the wind, and sail in open sea.
A head of all the Master Pilot steers,
And, as he leads, the following Navy veers.
The Steeds of Night had travell'd half the sky,
The drowsy Rowers on their benches lie.—

DRYDEN.

Only the principal officers were allowed to have any thing to repose on. The Ship's Company, had different duties assigned them, as they have at present, and were called by names that agreed with their occupation: there was an inferior class, who attended on the rest of the Seamen in the capacity of menial servants.

The Marines, were styled by the Greeks Ἐπιβάται—*those who ascend*, and in Latin *Classiarii*; besides the weapons used by the military on shore, they had spears of an unusual length, sometimes exceeding 20 cubits. They had also a weapon crooked like a sickle, fixed to the top of a long pole, which they employed to cut asunder the ropes that supported the yards; and another with a broad two-edged blade of iron, to cut the tackle, and leathern thongs, which held the Helm. Engines were employed on board to cast stones, and grappling irons, into the enemy's Ships. Anacharsis, the Scythian, is said, in addition to these, to have invented a machine, which being secured to the mast, on having hooks thrown from it, the vessel, into which they were thrown, was thus drawn up out of the water, and destroyed.

The Greeks had, like us, two distinct sets of officers; one to govern the mariners, the other to superintend the military or marines. The commission of the Admiral varied according to the exigency of the times; being some-

* Æneid. v. 827.

times executed by one person, and at others by more. Their time of continuance in command was limited by the people, and as they pleased was shortened, or prolonged; which ruined The Service:—by a Lacedemonian * law, no person could serve as Admiral above once.

To the Admiral, succeeded an officer who had the whole command, under the Admiral, and appears to have answered to what we call the Captain of the Fleet. The Captains of Men of War, received titles, according to the ship which they commanded, as πεντηκοντορος, &c. To these succeeded those who arranged the internal management on board; and the Master, or Pilot, who had charge of the Ship, who superintended the conduct of the Sailors, and sat at the Stern to steer; according to his directions every thing was settled. He was expected to be completely versed in the κυβερνητικη τεχνη, or knowledge of the Art of Navigation, which then consisted,—1. In the right management of the rudder, sails, and all the engines then in use—2. In the knowledge of the winds, and celestial bodies, their motions, and influences—3. In the knowledge of commodious harbours, of rocks, quicksands, and the various perils of the sea: all these Acoetes, in Ovid †, tells us he furnished himself with, in order to become an accomplished Pilot.

The Grecian Sailors sedulously observed the various portents of the approaching Storm, in all of which their pilots of repute were well experienced:

> Late in the low'ring sky, red, fiery streaks
> Begin to flush about; the reeling clouds
> Stagger with dizzy poise, as doubting yet
> Which master to obey: while rising slow,
> Blank, in the leaden-colour'd east, the moon
> Wears a wan circle round her sully'd orb.
> The stars obtuse emit a shivering ray;
> Loud shrieks the soaring hern! and, skreaming wild,
> The circling sea-fowl rise; while from the shore,
> Eat into caverns by the restless wave,
> And forest-rustling mountain, comes a voice,
> That solemn sounding bids the World prepare:—
> Then issues forth The Storm! ‡

* Plutarchi Lysandro. Xenophon Histor. lib. ii.
† Metamorphos. lib. iii.
‡ Thomson's Summer, first edit.

The early navigators of Greece were entirely directed by the Sun's course during the day: its rising and setting, were at that remote period observed with the same attention, which still continues to be paid them; and were perhaps welcomed with marks of equal respect. On beholding the former, they renewed their voyage; and having witnessed the latter, immediately sought for the first convenient haven, which presented itself, when they came to anchor for the night: that this was their constant practice, may be seen from the follow lines of Virgil*, as translated by Dr. J. Warton:

Now the descending Sun roll'd down the light,
The hills lie cover'd in the shades of night;
When some by lot attend, and ply the oars,
Some, worn with toil, lie stretch'd along the shores:
There, by the murmurs of the heaving deep
Rock'd to repose, they sunk in pleasing sleep.
Scarce half the hours of silent night were fled,
When careful Palinure forsakes his bed;
And every breath explores that stirs the seas,
And watchful listens to the passing breeze;
Observes the course of ev'ry orb on high,
That moves in silent pomp along the sky.
Arcturus dreadful with his stormy star,
The watry Hyads, and the Northern Car,
In the blue vault his piercing eyes behold,
And huge Orion flame in arms of gold.
When all serene he saw th' etherial plain,
He gave The Signal to the slumb'ring train.
We rouze! our opening canvass we display,
And wing with spreading sails the watry way.

The Greeks had an officer, (πρωρεὺς) under the Master, who in some degree answered to what we at present term his Mate. His station was on the Forecastle; to his care was entrusted the tackling of the Ship, and the conduct of the rowers, whose places he assigned. The κελευστης, or *hortater remigium*, is by some considered as the Boatswain; his duty was to repeat the orders to the rowers, and to distribute their allowance to the Ship's Company.—The Purser was by the Greeks styled Λογιστης, or γραμματευς. The last Officer whom we shall notice, though several other professional names

* Æneid. iii, v. 508.

occur in antient writers, was the τριηραυλης, or Musician, who endeavoured both by his voice and skill on whatever instrument he performed, to cheer the spirits of the Rowers:

> Acclivis malo mediis intersonat Orpheus
> Remigiis, tantosque jubet nescire labores.
>
> STATIUS, Theb. V. v. 343.
>
> Against the mast the tuneful Orpheus stands,
> Plays to the weary'd rowers, and commands
> The thought of toil away.

—His exertions were also of essential service in enabling them to keep time; thus preventing the course of the Ship from being retarded, by any uncertain impulse of their oars.

To this concise account of the principal Officers in the Grecian Navy, we shall subjoin the following remarks of a learned writer* on the etymology of the term Admiral, with a short discussion of the question, whether the antients had any knowledge of The Compass.

The word Admiral, is both of Arabian and Greek extraction.—*Emir*, or *Amir*, in Arabian, imports as much as lord, a ἁλος in Greek, signifies *of the sea*; so that both these words joined together in the above appellation, denote *a lord of the sea*. The word *Amir*, or *Emir*, is deduced from the Arabic verb *amara*, which rendered into Latin, is *dixit*, or *edixit*; or else it is extracted from the Hebrew verb amar, which signifies præcepet, seu imperavit. It is probable the Spanish word, *Almirante*, is contracted from El Amirante, and that again, by Moorish and Arabic channels, from *Alamir*, which imports as much as Chief Captain. Though the duty of this officer is at present entirely confined to the Navy, it formerly was more uncertain and less appropriate: in remote periods, we find he was not always styled *Admiralius*,

* An historical discourse of the first invention of Navigation, and the additional improvements of it. With the probable causes of the variation of the compass, and the variation of the variation. Likewise some reflexions upon the name and office of Admiral. To which is added a catalogue of those persons that have been from the first institution, dignified with that office. By Thomas Philipott, M. A. formerly of Clare Hall, in Cambridge.—London: printed in 1661.—Quarto; containing thirty pages, including the Dedication. *Harleian Miscellany*, vol. ii. p. 321.

but very frequently *Magnus Drungarius Classis*, or the great Drungar of the Navy; an officer of note under the Greek Emperors. The etymology of the word *Drungarius* is derived, according to Leunclavius, from the modern Greek δρυγος, and signifies the same with them, as *Agla* does with the Turks; it may be interpreted to be that Sceptre, or Truncheon, which is their symbol of office, and authority. Another etymology is given by Vopiscus and Vegetius; who extract it from *Drungus*, or *Druncus*, which, according to them, signifies—*globus militum*, *a squadron of soldiers*.

Those who assert that the antients had any knowledge of The Compass, found their belief on the authority of Plautus, who mentions the *Versoria*; they are also led into this opinion, because The Loadstone was styled by the Greeks *Magnes*, and *Lapis Heraclius*, both which names still remain.—To the first it is answered, that the *Versoria* of Plautus, were nothing else than that part of the rigging, which in the modern dialect of our mariners comes under the appellation of a *bowline*; by means of which the Greeks used to manage their sails. As for The Loadstone, it was certainly called by the Greeks *Lapis Heraclius*, not because Hercules Tyrius (to whom the seafaring Phœnicians, in storms and tempests, offered up their orisons for protection) first traced out the virtue of it, but because it was discovered near Heraclea, a city of Lydia: it was also called for the same reason, and upon the same account, Lapis Lydius: but to the antients it was known only under the idea of a touchstone. Nor does the name of *Magnes*, promiscuously used both by the Greeks and Latins, owe its original etymology to any other root, or cause, than that it was found near Magnesia, a city of Lydia, of which Heraclea above mentioned was likewise a part; whence it hath ever since obtained the denomination of *Lapis Magnes*: thus Suidas asserts for the Greeks, and Lucretius affirms the same for the Latins.

The launching of the Grecian Ships was attended with loud acclamations of joy, and also with some religious

monies: they were purified by a priest with a lighted torch, an egg, and brimstone; and then were consecrated to the god, whose image the ship bore, decked with garlands: on this festive occasion, the mariners were adorned with crowns. They also in a similar manner decorated their ships with flowers before they embarked; nor did they at such times ever omit to invoke the protection of their gods by solemn prayers, and sacrifices, in which the multitude, who on these occasions thronged the shore, most fervently joined. A dove was then given its liberty, as being a bird prompt to return to its usual habitation; and, when driven away, never failing to come back. On the Signal being given by a shout, or the sound of trumpets, they immediately put to sea. When they embarked at night the signal was usually made by torches on board the Admiral. Their mode of sailing was as follows: the lighter vessels were in front; to these succeeded the men of war, or what we should now term line of battle ships, led by the admiral, who was generally distinguished from the rest of his fleet, by the richness of ornament; the vessels of burden with the stores came last. If it blew hard, or any danger was apprehended, they sailed in a single line, following each other; but at other times they sailed three, or even more, abreast. When arrived at any place, where they designed to land, they first ran their ships backwards, in order to tack about; they then pulled round with the oars, and turned the vessel's prow to the Sea.

The first object with the Greeks in preparing for action, was to lighten the ship; to lower all their masts, and sails; and secure whatever might expose them to the winds; trusting alone to their oars for the management of the vessel, in the use of which they were so well experienced. The Order of Battle varied as time and circumstances required: sometimes their Fleet presented the form of an half-moon, the horns of which projecting towards the enemy, contained the best manned and strongest ships; at others, the horns turned backwards, and the bend of the

half-moon was opposed the nearest to the enemy. Besides these, the Greeks drew up their Fleet occasionally in a circle, or in the shape of a V; each division extending in a strait line, and meeting at the end. They were thus encountered by the enemy, in the same order inverted, resembling a Wedge; which enabled them to attack the former with great advantage, and often to penetrate into its center.

When every thing was cleared for Action, the signal to commence was made, by hanging out a gilded shield from the Admiral's Ship, or else a red banner: during its elevation the engagement continued, and by its being lowered, or inclined to either side, the Fleet was directed in varying the attack. At the sight of this renowned shield, the Mariners and Marines began their hymn to Mars; after which the trumpets were sounded on board the Admiral, and repeated from every ship. When the action had terminated it was usual for the Greeks to chaunt their Pæan to Apollo.

In blockading a town by sea, they surrounded its harbour with a line of ships joined together with chains, and bridges, on which armed men were placed. To baffle any sallies of the besieged, Demetrius invented a boom filled with iron spikes, which floated on the surface of the water; this he placed at the mouth of the harbour of Rhodes, when he blockaded that city. They also sometimes stopped up the entrance of the harbour by sinking ships; or like Alexander, at the siege of Tyre, raised an immense mole before it, by which they often entered the town. The besiegers endeavoured to baffle the attempts of their invaders, by breaking the Line of Ships with iron hooks; and by blocking up the approach to the town, with a line continued in the same manner, as that before the harbour. We also find that the assistance of fire ships, which were known to the ancients, was employed with considerable success: having covered

the head of a large vessel with pitch *, tar, and brimstone, by the help of their sails and oars they put her in motion, and then setting fire to the combustibles, retreated in their boats. They also possessed a variety of resources in this respect, which our readers will find noticed in our relation of the renowned Siege of Syracuse.

When the Greeks had obtained a Victory at sea, they lost no means of rendering their return home as splendid as possible. Lysander had garlands presented by all the confederate cities of Greece as he passed; not only the officers, and sailors, but even the ships were thus adorned, as also with different ornamental parts of the wreck of their enemies; these they were particularly anxious to preserve, in order to grace their triumphs. In this manner, with their prizes in tow, their Mariners directed their course homeward, filling the air with shouts, music, and hymns.

On their arrival, they went immediately to the temples of their gods, and dedicated to them the choicest of the spoil: various parts of the wreck of their enemies ships were suspended from the roof and sides of the building. Sometimes even an entire vessel was presented, as when Phormio, having overcome the Lacedemonians, consecrated a Ship to Neptune; and thus the Grecians, after their victory at Salamis, dedicated three Phœnician Triremes to their gods.

It must be satisfactory for our readers to remember, on perusing these devout offerings of heathen gratitude, that, at a more distant and more enlightened period, these Public marks of Thanksgiving for Naval Victory have been equally rendered unto THE TRUE GOD, with all the respect a religious Sovereign could devise; and that, owing to his piety, the trophies of the British Navy, having previously been consecrated on The Altar, are preserved in The Sanctuary as a Public Testimony, that

THE LORD HATH TRIUMPHED GLORIOUSLY!

* The Greeks also employed pitch in preserving their ships, whence Homer gave them the epithet of *black* (μελαιναι), the first who made use of it were the inhabitants of Phœacia, since called Corsica.

TOULON PAPERS.

(Continued.)

The following is a Copy of the original Letter from Admiral Don Langara to Admiral Lord Hood, announcing the Appointment of Rear Admiral Gravina to command the coalesced Troops at Toulon, alluded to in our Biographical Memoir of Lord Hood, and of which we have subjoined a Translation.

No. XII.

" EXMO. SENOR.

" EN atencion al valor y acierto con que el Gefe de Esquadra Don Frederico Gravina dirigio las tropas combinadas en el ataque, y recobro del importante puesto de la Masque en que quedo tan gloriosamente herido y à la buena conducta militar conque se ha portado desde nuestra entrâda en este puerto, ha venido el Rey en promoverlo à teniente General de su Rl. Armada, y en confirmar le el mando general de las tropas coligadas, en cuya posesion ha estado por acuerdo de V. E. y mio, quedando encargado por la misma Rl. disposicion del mando de las Tropas Espanolas el Mariscal de Campo Don Rafael Valdes.

" Dios que. a V. E. ms. as. abordo del navio Mexicano en Tolon a 23 de Octubre de 1793.

" Exmo. Senor,

" B. L. M. de V. E. su mas attento obsequiso afecto servr.

" JUAN DE LANGARA Y HUARTE."

" Exmo. Sor. Almirante Lord Hood."

Translation of the Letter (No. XII.) from Don Juan de Langara to Admiral Lord Hood.

MOST EXCELLENT LORD,

ON account of the valour and success with which Rear Admiral Don Frederico Gravina directed the combined troops in the attack and recovery of the important post of La Masque, in which he was so gloriously wounded, and the good military conduct he has displayed since our entrance in this port, the king has just promoted him to the rank of Lieutenant-general of his army, and *confirmed him as commander in chief of the coalesced troops*, in which appointment he has been acting by consent of your Excellency and myself.

By the same royal disposition Field Marshal Don Raphael Valdes is appointed to command the Spanish troops.

God grant your Excellency may live many years. Most excellent Lord, I kiss your Excellency's hand, and I am

Your devoted, and affectionate humble servant,

JUAN DE LANGARA & HUARTE.

Mexicano, Toulon Road,
23d Oct. 1793.

His Excellency Admiral Lord Hood.

The following is a Copy of the original Letter written by Admiral Don Langara, on the Subject of a Corsican Vessel entering the Port of Toulon, and carrying Corsican Colours, referred to in our Biographical Memoir of Admiral Lord Hood, and of which a Translation is subjoined.

No. XIII.

" EXMO. SENOR.

" HE tenido noticia que una embarcacion de la Isla de Corcega que entró de noche en este puerto se halla con bandera que no es la tricolor ni la blanca, y por tanto no reconocida por los soberanos de Europa, que coligados en favor de la causa comun y restablecimiento de la monarquia Francesa, no pueden mirar con indiferencia indicios de una independencia que seria una usurpacion de esta isla. Considero esta novedad muy digna de la noticia de V. E. á quien la comunico muy persuadido á que la hallará tan extrana qual yo la encuentro; como que ambos hemos comunicado á los corsos las generosas intenciones con que nuestros Amos les hán ofrecido su proteccion, por lo que espero que V. E. me hará el honor de decirme su dictamen sobre mandarle arbolar el pavellon blanco y hacer de acuerdo entender á los buenos habitantes de aquella isla que no pueden ni deben usar otro si aspiran á la confianza con que intentan navegar y negociar favorecidos de nuestros respectivos soberanos. A esto me mueve mi deseo de uniformar mis operaciones con las de V. E. tanto por la satisfaccion que en ello tengo, como por ser la volumtad de S. M. que procedamos en todo de comun acuerdo.

" Dios qûe á V. E. ms. as. Navío Concepcion en la rada de Tolon á 20 de Novre. de 1793.

" Exmo. Senor.

" B. L. M. de V. Ex. su mas atento obsequioso y seguro servidor

" JUAN DE LANGARA Y HUARTE."

" Exmo. Sr. Almirante Lord Hood."

Translation of the Letter (No. XIII.) from Admiral Langara to Admiral Lord Hood, respecting a Vessel carrying a Corsican Flag.

MOST EXCELLENT LORD,

I AM informed that last night a vessel from Corsica, came into this port, carrying a flag that is neither three-coloured nor white*, consequently not recognized by the sovereigns of Europe, coalesced in favour of the common cause, and for the re-establishment of the French monarchy:—we cannot behold with indifference, symptoms of an independency, which will be an usurpation of that island. I consider this intelligence worthy of your Excellency's notice, being persuaded that you will be equally as much surprised as myself at the circumstance, since we have both communicated to the Corsicans the generous intentions with which our sovereigns have offered their protection. I therefore hope your Excellency will do me the honour to communicate to me your opinion upon the propriety of ordering the white flag to be hoisted, and to join with me in letting it be known to the good inhabitants of that island, that they cannot, nor ought not to use any other flag, if they aspire to the indulgence which they expect to be favoured with, in their intentions of navigating and trading with our respective nations. For these reasons I am desirous to make my operations conformable to those of your Excellency, as much for the satisfaction it affords me, as being the will of his Majesty, that we should act with unanimity in all matters.

I am, &c.

JUAN DE LANGARA & HUARTE.

Mexicano, Toulon Road,
20 *Nov.* 1793.

The following is a Copy of the original Letter written by Don Langara to Admiral Lord Hood, on the Subject of his having an equal Right to participate in the Military and Civil Power of Toulon, and its Dependencies, of which a Translation is subjoined.

No. XIV.

" MI MUY ESTIMAD ALMIRANTE LORD HOOD,

" EN la muy favorecida carta de V. E. que con fecha de 21 del corriente més acabo de recibir en este instante por contextacion á la que tube el honor de escribirle en 20 del mismo, encuentro la expresion de que este Puerto es al *presente virtualmente* Ingles, y me creo en

* The Corsican flag has a Moor's head on a white field.

la obligacion de manifestar á V. E. que yo lo considero y lo tengo como entregado en depósito á la Espana é Inglaterra que hán concurrido igualmente con todo esfuerzo á conservarlo á su legitimo soberano Luis XVII. para cuyo efecto entraron en él á un mismo tiempo la ésquadra del mando de V. E. y la que tengo el honor de mandar seguidas inmediatamente de tropas Espanolas que hán libertado á la plaza de caer en manos del enemigo. En este concepto y habiendo siempre obrado de acuerdo en todos los asuntos importantes acaecidos desde nuestra llegada, pedí á V. E. su dictamen acerca de la bandera de la embarcacion Corsa que entró aquí la noche del 16 de este més.

" Reitero á V. E. las veras de mi obsequioso afecto y ruego á Dios qûe su vida ms. as, Navio Concepcion de la Rada de Tolon, á 23 de Noviembre de 1793.

" Exmo. Senor.

" B. L. M. de V. Ex. sumas atento, afecto y seguro servidor,

" JUAN DE LANGARA."

" Exmo. Sr. Almirante Lord Hood."

Translation of Letter (No. XIV.) from Don Langara to Admiral Lord Hood.

MY MUCH ESTEEMED ADMIRAL LORD HOOD,

I HAVE just received your Excellency's much esteemed letter of the 21st instant, in answer to the one I had the honour to write you of the 20th. With respect to the expression that this port is *at present virtually* English, I think it incumbent on me to manifest to your Excellency that I consider it, and hold it as in trust between Spain and England, who have acted conjunctly with their whole force to preserve it to its legitimate sovereign Lewis XVII. for which purpose the squadron under the command of your Excellency, and that which I have the honour to command, entered at the same time, followed immediately by the Spanish troops, who prevented the place from falling into the hands of the enemy. Thus viewing the business, and having always acted with harmony on every important occasion that has occurred since our arrival, I requested your Excellency's directions respecting the flag carried by the Corsican vessel which entered this port on the night of the 16th instant.

Permit me again to assure your Excellency of my obsequious regards, and I pray God may grant you life for many years. On board the Conception, Toulon Road, 23d Nov. 1793.

Most Excellent Lord, I kiss your Excellency's hand with the greatest deference and respect.

Your affectionate humble servant,

JUAN DE LANGARA.

His Excellency Admiral Lord Hood.

The following is the Copy of a Letter written by the French Rear Admiral Trogoff, to Rear Admiral Sir Hyde Parker, Captain of the Fleet, transmitting the Letters (No. XVI. and No. XVII.) that passed between him and Admiral Don Langara, in order to be communicated to Admiral Lord Hood, Commander in Chief in the Mediterranean, accompanied with a List of Ships and Vessels forming the French Division commanded by Rear Admiral Trogoff. A Translation of said Letters are subjoined.

No. XV.

" Toulon, le 16 Decembre 1793.
L'an. 1er. Du Regne de Louis XVII.

" MON GENERAL,

" Je vien de recevoir une seconde lettre du General Langara, que j'ai l'honneur de vous faire passer, aussi une copie de la lettre écrite par moi en reponse à celle de M. De Langara, en date du 11 Dec. que je vous prie de communiquer à Milord Hood, pour qu'il ait la bonté de me donner ses ordres, et de me tracer la conduite que je dois tenir vis à vis du géneral Espagnol, dans une position aussi delicate que celle où je me trouve.

" Vous n'ignorez pas, mon General, combien l'on à fait mouvoir de ressorte pour faire désarmer l'escadre que je commande, vous savez que dernierement encore on en à fait l'essai auprés de Milord Hood. Je suis persuadé que les demandes reiterées de Monsieur de Langara ne sont qu'une suite de toutes ces intrigues, à laquelle se joint celle des emigrés qu'il accueille avec beaucoup d'empressement lesquels sont trés faché de me voir occuper la place que j'ay.

" Il est fort malheureux pour moi, mon General, d'être tracassé comme je le suis depuis trois mois et demy par le Comité General, ou par les personnes qu'il fait agir auprés de l'Amiral Langara, après avoir sauvé la ville de Toulon, et avoir empeché qu'elle ne tombâ au pouvoir des anarchistes et des scelerats. Je vous reitererai donc la demande, de prier Milord Hood, de prononcer et d'ordonner ce que je dois faire dans la circonstance presente, ou peut-être des ennemies cachés se servent de moi pour brouiller les deux nations. Vous pouvez assurer Milord Hood que je mettrai le plus grand empressement à suivre tous les conseils qu'il aura la bonté de me donner. Je vous prierai aussi de lui observer que ma position est tres delicate.

" J'ay l'honneur d'etre avec respect,

" Mon General,

" Votre tres humble et tres obeissant serviteur,

" TROGOFF."

" A Monsieur le Chevalier Parker."

" *Liste des Batimentes formant L'Escadre Française; savoir,*

Vaisseaux.	Le Commerce de Marseilles	M.M. Capitaine Pasquier.
	La Pompée	Poulain.
	Le Puissant	Fernud.
Frégates.	L'Arethuse	Cazote.
	La Topaze	De Grasse.
	La Perle	Lieutenant Van Kempen.
Corvette.	La Poulette	Farquharson Stuart.
Brick.	Le Tarleton	Damblar.

" TROGOFF."

" *Toulon, le* 16 *Decembre* 1793.
" *L'an* 1*er. du Regne de Louis XVII.*"

N. B. The above ships and vessels composed the French division commanded by Rear Admiral Trogoff, under Lord Hood's orders; and were brought away at the evacuation, with several other ships and vessels armed at Toulon, and commanded by British officers, as per List (No. XX.) The Commerce de Marseilles, of 120 guns, is now a prison ship at Plymouth. La Pompée, of 74 guns, is in the Mediterranean. Le Puissant, of 74 guns, is a receiving ship at Portsmouth. L'Arethuse, of 40 guns, was afterwards called The Undaunted, and foundered on the Morant Keys, in the West Indies. La Perle, of 36 guns, was afterwards called The Amethyss, and was lost off Alderney. La Poulette was burnt at Ajaccio, Corsica, being unserviceable. La Topaze, of 38 guns, is on the Halifax Station.

Translation of the foregoing Letter (No. XV.) from Rear Admiral Trogoff to Rear Admiral Sir Hyde Parker.

Toulon, 16th December 1793.
1st year of the reign of Louis XVII.

GENERAL,

I HAVE just received a second letter from General Langara, which I have the honour to transmit, together with a copy of the letter written by me in answer to his of the 11th instant; and I have to request you will be pleased to communicate the same to Lord Hood, that he may have the goodness to give me his orders, and to point out the manner in which I am to conduct myself towards the Spanish Admiral, in a position so delicate, as that wherein I am placed.

You are not ignorant how far they have set every engine to work, in order to get the Squadron I command disarmed and paid off; you know that they made another effort lately for that purpose with Lord Hood. I am persuaded that the repeated demands of Langara are only the consequence of all these intrigues, to which may be added those of the emigrants, whom he receives very graciously, and who are very sorry to see me occupy the station I enjoy.

It is very vexatious for me to be harassed as I have been for these three months and an half, by the Committee General, or by persons appointed to act about Admiral Langara, after having saved the town of Toulon, and prevented it from falling into the hands of anarchists and villains. I therefore renew my solicitations, that you will request Lord Hood to determine, and order, what I ought to do in the present circumstances, where, in all probability, concealed enemies make use of me to cause a rupture between the two nations. You may assure Lord Hood, that I will, with the greatest alacrity, follow all the directions he will have the goodness to give me; and I beg you will at the same time observe to him that my Situation is extremely delicate.

I have the honour to be, &c.

(Signed) TROGOFF.

Rear Admiral Sir Hyde Parker.

The following is a Copy of a Letter written by the French Rear Admiral Trogoff to Admiral Don Langara, in Answer to his of the 11th December 1793, requesting the Rear Admiral to put one of the Ships of his Division under his Don Langara's Orders; transmitted, with Letter No. XV. to Rear Admiral Sir Hyde Parker, Captain of the Fleet, in order to be communicated to Admiral Lord Hood.

No. XVI.

" Toulon, le 12e Decembre 1793. L'An premier du Regne de Louis XVII.

" MON GENERAL,

" J'AY reçû la lettre que vous m'avez fait l'honneur de m'ecrire, par laquelle vous me demandes de mettre à votre disposition, un des batimens de l'escadre Française que je commande, j'aurais bien desiré pouvoir remplir vos vuez avec tout l'empressement que mon cœur auroit à faire quelque chose qui put etre agréable à votre Excellence; mais vous savez, mon Général, qu'il m'est impossible de disposer d'aucun des batimens de l'escadre Française, sans l'agrément de Milord Hood, entre les mains, et à la disposition duquel, ont été remis, la Ville, et les forts de Toulon, ainsi que les magazins et vaisseaux de guerre: d'après la Convention passée avec lui le 25e Aoust dernier.

" Vous connoissez de plus, mon Général, l'ordre que ce Général m'a donné le 14 du mois dernier, et que j'ai eu l'honneur de vous communiquer par lequel il considere l'escadre Française comme directement sous ses ordres. Je pense donc, que toutes ces raisons justifieront la priere que j'ai l'honneur de vous faire, qui est, de vouloir bien vous addresser au Général Hood, pour qu'il me donne l'ordre de reinettre

à votre disposition les batimens Français dont vous pouvez avoir besoin.

" Soyez persuadé, mon Général, du désir l'ardent que j'aurais de ne pas mettre de retardement à faire executer le moindre de vos desirs; mais veuillez bien considerer la position où je me trouve, et vous n'aurez pas de peine à voir qu'il ne depend pas de moi de remplir vos intention avec tout l'empressement que je le voudrais.

" J'ay l'honneur d'etre avec respect,

" Mon Général,

" Votre tres humble et tres obeissant serviteur,

" TROGOFF."

" A Monsieur l'Amiral Don Langara."

Translation of Rear Admiral Trogoff's Letter to Admiral Langara, in Answer to his of the 11th December 1793.

Toulon, 12th December 1793, First Year of the Reign of Louis XVII.

GENERAL,

I HAVE received the letter you did me the honour of writing, in which you desire me to put under your orders one of the ships of the French Squadron commanded by me; I could have wished it had been in my power to comply with your request with all the eagerness my heart would have desired in doing something that might be agreeable to your Excellency. But you know, General, that it is impossible for me to dispose of any of the ships belonging to the French Squadron, without the consent of Lord Hood, into whose hands and at the disposal of whom, have been confided the town and forts of Toulon, together with the magazines and ships of war, in pursuance of the Convention agreed upon the 25th day of August last. You are acquainted moreover with the order Lord Hood gave me the 14th of last month, and which I had the honour to communicate to you, whereby he considers the French Squadron as immediately under his orders. I therefore think, that all these reasons will justify the request I have the honour to make, which is, that you will be pleased to address yourself to Lord Hood, that he may give me orders to put such French ships as you may have occasion for, under your directions.

You may be persuaded of the ardent desire I should have not to throw any difficulty in the way of your wishes; but have the goodness to consider my situation, and you will perceive that it does not depend upon myself to fulfil your intentions with that eagerness I could wish.

I have the honour to be, &c.

TROGOFF.

To Admiral Don Langara.

The following is a Copy of a Letter written by Admiral Don Langara to Rear Admiral Trogoff, commanding a Division of French Ships at Toulon under Lord Hood's Orders, on the Subject of Rear Admiral Trogoff's declining to comply with his Request of putting One of the French Ships of said Division under his Ord.rs.

No. XVII.

" ES tan poco directa la respuesta de V. S. á mi carta, que ne puedo hi debo disimularte que entiendo que su idea es negarme no solo el navío que le pido sino la facultad y fundamento que tengo para exîgir de V. S. la misma obediencia que reconoce en el Sr. Almirante Hood, y por tanto debo prevenirte que el armamento de los Buques del Rey Christianisimo se hizo y desó al mand de V. S. por acuerdo de ambos Almirantes y aprobacion del Rey mi amo en el caso que conviniese para que se empleasen con los navios ó divisiones de las Esquadras Espanola é Inglesa en los objetos de la causa comun, y debo tambien advertirte que en la primera ocasion daré cuenta á S. M. que á pesar de haber visto V. S. que el mayor numero de Tropas y Navios que entraban á posesionarse de la Villa y Fuertes de Tolon así como de los Almacenes y Navios de guerra, y á pesar de haber visto que entrabamos combinadas las dos Naciones á este importante objeto y á pesar de constarte y haberto así reconocido el Tobierno de Tolon, V. S. há guerido manifestarme ahora su independencia y desconocer la parte ignal que en todo tiene en Tolon la Espanna con la Inglaterra.

" Que V. S. me dixese que el Sr. Almirante Hood le habia mandado estar á su orden con fecha del dia 14 del pasado nada me hubiera admirado porque dicho General pudo hacerlo, y aún eso mismo debe convencerte á V. S. de que antes no estaba á su orden solamente. Sirvase V. S. reparar que en mi carta le digo que aún quando el navío sea de los que tenga empleados dicho General no será obstaculo, por que segun me há hecho el honor de decirmelo no se opondrá á que V. S. lo destine á mi orden.

" In vista de todo lo que á V. S. elevo dicho conocerá el suicio que puedo formar de su respuerta del 12 á que contexto por que me toca sin necesidad en el asunto que solo mandandomelo el Rey cedería.

" Dios qûe á V. S. ms. as. Navío Concepcion en la Rada de Tolon á 15 de Dec. de 1793.

" JUAN DE LANGARA."

" Sr. Contra-Almirante Trogoff."

Translation of the Letter (No. XVII.) written by Admiral Langara to Rear Admiral Trogoff, the 15th December 1793.

YOUR answer, Sir, to my letter, is so vague, I neither can, nor ought to dissemble, that I understand it is your idea to refuse me the ship I requested, notwithstanding the power and authority I possess to exact of you the same obedience to my commands, as to those you recognize and receive from Admiral Lord Hood.

At the same time I must acquaint you, that his Most Christian Majesty's ships were armed, and put under your command, by the mutual consent of the two admirals, and with the approbation of the King, my master, in case it was agreed they should be employed conjunctly with the Spanish and English Squadrons in the objects of the common cause. I must likewise observe to you, that, by the first opportunity, I shall give an account to his Majesty, that notwithstanding you have seen us have the greatest number of troops and ships, which entered to take possession of the town and forts of Toulon, with the magazines and ships of war; and that, although you have seen the two nations enter at the same time, combined for this important object, which has been acknowledged by you, as well as recognized by the government of Toulon, yet you now endeavour to manifest your independency, and to dispute the equal share Spain holds with England in every occurrence at Toulon.

You have informed me that Admiral Hood had put you under his orders since the 14th of last month; but that does not surprise me, because the aforesaid general can do it; and this circumstance alone ought to convince you, that you were not solely under his orders before that period: besides, you may observe what I have said in my letter, that although the ship in question might be one of those kept employed by the said general, he would make no difficulty, because he did me the honour to tell me he would not oppose your putting the ship under my orders.

In considering every thing you have already said in your letter of the 12th instant, I have only to say that I cannot acquiesce in your sentiments on the subject, without the orders of his Majesty.

I am, &c.

JUAN DE LANGARA.

Mexicano, Toulon Road, 15 Dec. 1793.

Rear Admiral Trogoff.

MEDICAL EXTRACTS,

RELATIVE TO

THE PRESERVATION OF THE HEALTH OF SEAMEN.

WE have received with attention the opinion of a constant correspondent, to collect into one point of view some of the principal opinions of Medical Writers, respecting the preservation of the health of Seamen; and we hope by this means to make such opinions more known and considered. It may also be an advantage to such medical men in the Service, as have not opportunity of possesing many volumes, thus to receive new or valuable information.

Medical advice, when on board, cannot always be obtained; the illness of the officer who presides in that department, with a variety of other causes, may often arise to prevent the possibility of deriving advice from the accustomed quarter. We wish therefore by these occasional extracts to call the attention of naval officers themselves, more towards a subject, with which every one should in some measure be acquainted:—"All men," says Hippocrates, "ought to know the science of medicine; I consider a knowledge of it as the Messmate of Wisdom."

In the Biographical Memoir of the late Captain Buckoll, our readers will remember that his death is mentioned as owing to an intermitting fever, frequent on the coast of Africa. Dr. Robertson, physician to the Royal Hospital at Greenwich, published, in the year 1792, Observations on Fevers, and other Diseases which occur on Voyages to Africa and the West Indies. The original work appeared many years ago under the title of, A Physical Journal. The last edition of his valuable work is inscribed to James Bogle French, Esq. chairman to the Committee of Merchants trading to Africa.

Dr. Robertson particularly dwells on that kind of fever to which Captain Buckoll fell a victim: on some future opportunity we purpose giving our readers his observations on it, with the method of cure; and shall at present insert what

he styles the postscript to the volume, containing *observations on Bark being used as a preventive from sickness on the Coast of Africa, with reasons offered for the necessity of supplying his Majesty's ships, employed on foreign service, with Bark, after the same manner that they are supplied with elixir of vitriol, or Dr. James's powders.*

From the preceding Journal, it appears that the remitting fever was never epidemical on board of his Majesty's Ship Rainbow, but on the first voyage; and that they only were seized with it then, one case excepted, who had been employed on shore duty, and of whom very few escaped being more or less ill. But in what manner the noxious exhalations, which are emitted from swamps covered with impenetrable woods and shrubs, which contain putrid vegetables, corrupted fish and insects, together with the assistance of heavy dews—operate upon the human body to produce fevers, only bare conjectures can be formed. To know that *arcanum*, would certainly be matter of great satisfaction to the curious, though perhaps the knowledge thereof could impart far less advantage to us, than would the discovery of a method to prevent the poisonous qualities of such exhalations from injuring those people, who must necessarily be exposed to them, as the companies of his Majesty's ships employed on the unhealthy coast of Africa, are. A discovery of that nature is perhaps thought too trivial to merit general attention; but it is of no less consequence to his Majesty's Service, than the preservation of Seamen's lives; the loss of which, whatever may be supposed to the contrary, or how indifferently soever it may be esteemed, is certainly a real national loss; and therefore, whoever heartily endeavours to prevent it, merits the regard of the Public.

Dr. Lind is the only person who can be said to have laboured strenuously or successfully in the prophylactick part of medicine, for the benefit of his Majesty's Navy in particular. His essay on the most effectual means of preserving the health of Seamen, and his treatise on the diseases which are incident to Europeans in hot climates, were wrote principally for that purpose; though too little regard is paid to the excellent instructions which they contain, both by surgeons and others. For notwithstanding that he has so highly condemned the dangerous practice of suffering the men to sleep ashore from their ships, on the dangerous or very sickly parts of the coast of Africa, and even though the fatal effects of that custom are woefully experienced on board of his Majesty's Ships, it is not yet exploded.

Without suffering the men to lie ashore, they will be in too great danger of sickness from doing their duty there by day; and as very

little time is taken up in landing them every morning, and getting them on board again in the evening, the Service will thereby, strictly speaking, be more forwarded, instead of being retarded; because the dangers to which their health is exposed, chiefly from sleeping ashore in the night, will then be certainly avoided.

The situation of our watering party at Sierra Leona, the first voyage, and the weather, together with the situation of our people the night that they lay ashore at St. Thomas's, soon after, are particularly taken notice of in The Journal. What an abominable place is the island of St. Thomas for men to lie ashore at, if there be a possibility of preventing it, when out of fifty and odd men, that were only ashore one night, in a house with several large fires, few of them escaped without sickness! Apprehending the consequence that would ensue therefrom, and imagining that a large dose of the tincture of bark might at least be comfortable to them, I sent next morning a sufficient quantity of Huxham's Tincture for each of them, which was carefully distributed by my mate, in a glass of wine that Captain Collingwood allowed them. No person by the bye could have expressed more uneasiness for their situation than he did, although it was not in his power to have prevented it. When they came on board, many of them were exceedingly dejected, and complained; but they were unanimously of opinion, that the tincture of bark, and wine, had been of very great service to them.

Reflecting therefore on that circumstance, I thought that a dose of a strong wine tincture of the bark, given to the men every morning, before they were to be sent ashore on duty upon the coast of Africa, might be very serviceable in preventing their getting fevers, I communicated to Captain Collingwood, the following voyage, my intention of prosecuting that scheme, if he approved of it; and would, in case there should be a necessity, give orders for their taking the tincture. I intimated to him, at the same time, in what manner it might be introduced on board of his Majesty's Ships employed on that service afterwards, through his assistance, if it succeeded in the Rainbow. He readily concurred with me to make a trial of it, and assured me if it did succeed, that he would use his utmost endeavours to get such a salutary measure introduced on board of his Majesty's Ships employed on that coast. I then commenced a correspondence * with him upon the subject; and he was pleased to direct Captain Robertson, Commander of his Majesty's sloop Dispatch, by a letter, to advise Mr. Perry, the surgeon under his command, to adopt the same scheme, and at the end of the voyage to get his report of its effects in writing,

* It continued afterwards, until the Rainbow arrived at Spithead from her last voyage.

and transmit it to him; which, together with my report of its effects on board of the Rainbow, he sent up to the Secretary of the Admiralty, as well as all the letters, and copies of letters which were wrote upon the subject, inclosed in one, wherein he recommended the scheme to their Lordships, and requested that they would be pleased to allow us for our expence in making the tincture, as soon as the ship arrived in England.

In their Lordships answer to Captain Collingwood, they were pleased to inform him, that they had sent the reports of the surgeons upon the subject to the Commissioners for Sick and Hurt, to know their opinion of it; and desired them to call upon the surgeons for their accounts of the expence which they had been at in making the tincture. The Sick and Hurt Board accordingly wrote to us separately; and in my answer to them, I inserted the formula of the tincture, which was lbvi. cort. peruv. in crass. pulv. rad. gentian. incis. lbii. rad. serpent. cont. lbi. put into a quarter cask of wine—but we sailed again for the coast, without my hearing any more from them. I therefore persisted in my own scheme, only adding cort. per. lbi. a proportionable quantity of the rad. & aurant. parv. lbii. to the quarter cask of wine, the last voyage, more than I had done the preceding one: and when we returned to England, I gave Captain Collingwood a report of its effects, which he sent, with the different letters on the subject, and one of his own to the same purport as the one he had sent before to the Secretary of the Admiralty; who informed him by their Lordships' directions, that they had ordered the Commissioners for the Sick and Hurt to repay the surgeons their expences for making the tincture, and to send them their opinion of the matter. But previous thereto, that board thought proper to consult the physicians of the different hospitals, and some of the most eminent physicians in town, thereon, who were unanimous in their opinion.—They afterwards acquainted their Lordships, that the happiest effects might be expected from giving the bark, as a preventive from sickness, to the men who might be sent ashore on duty upon the Coast of Africa; but that instead of a tincture, they had recommended a drachm of the powder, with a gill of wine to be given every morning and evening.

In consequence of which, the Lords of the Admiralty were pleased to order Bark and Wine to be purchased at the Government's expence, and to be sent on board of his Majesty's ships the Pallas and Weasel, the two ships which were sent to the Coast this year, with directions to the commander of the Pallas concerning it; and likewise ordered the Commissioners for Sick and Hurt, to send such directions to the respective surgeons, as they thought proper, with regard to admi-

nistering them; and to direct them to keep a particular account of the effects thereof, and transmit the same to them when the ships returned to England. So that I have at last the pleasure of seeing that scheme, which in all probability will be the means of preserving many lives to his Majesty, established by their Lordships' authority, through the assistance of Captain Collingwood, and the candour of the Commissioners for Sick and Hurt, who have since repaid me for my expences.

In discoursing with Dr. Lind on the matter upon our arrival in England, after I had first made trial of it, he informed me that he had for the like purpose recommended, in his Essay on the most effectual means of preserving the health of Seamen, a bark bitter; and on my telling the Doctor that I never had seen that valuable essay, he showed me therein the article mentioned, and was so obliging, as to insist on my accepting of the copy of the Essay—which I acknowledge is not the only favour that he has conferred on me. I own too, that I was a good deal pleased to find, that I had adopted that proposition of the doctor's, without knowing that it was one of his. Before I formed my scheme, I knew that the people on the coast of Africa, as well as the officers and gentlemen on board of his Majesty's ships, took a little tincture of the bark, either in a glass of wine or water every forenoon, as a stomachic; but I never heard of its being given to the ship's company as a preventative from sickness. Therefore, as I succeeded in perfecting it * by the method and assistance which I have mentioned, I hope it will prove an inducement to my brethren, for introducing improvements of greater moment on board of his Majesty's ships, for the health of the seamen; and I hope that my desire of propagating such an useful remedy, will plead an excuse for my having been so particular on that head.

Section II.

PERUVIAN Bark is essentially necessary in curing various diseases of all climates, particularly of hot ones; the consumption thereby is so great, and the price thereof consequently so high, that the surgeons of his Majesty's Navy not being able to purchase a sufficient quantity to serve the purposes for which it is really wanted on foreign service, lose many of their patients lives, which they could otherwise preserve.

* See the success with which it was attended, mentioned in the Monthly Review.

I am sorry to say, that this was my case in 1769, upon the Coast of Africa, in the Weasel, and that it was Mr. Curry's likewise, surgeon of that same Sloop, and upon the very same station, in 1774. Notwithstanding we had each of us more than thrice the quantity which is put up in the medicine chest for foreign service, it was not half sufficient for the number of patients we had. Mine were thirty-two bad cases of the remitting fever, besides a number of other cases wherein I did and would have prescribed the bark more freely; and upon a medium, every one of those thirty-two cases would have required ten ounces, which in all would have been 20 lb.—and bark at Apothecaries' Hall, on a moderate calculation, is twelve shillings and sixpence per lb. and was lately at the enormous price of seventeen shillings and eight-pence there; so that 20 lb. would have stood me in twelve pounds ten shillings, above one fifth of my pay: and, at least, I might allow 4 lb. more, for other uses, which in all, would have cost fifteen pounds, the fourth part nearly, of my annual pay, for one article of medicine only.

At the end of my Journal for that sloop, I represented to the Commissioners * for Sick and Hurt, the distress that I was in for want of Bark, with the consequences which attended it; and entreated them that they might be pleased for the good of his Majesty's Service, to use their endeavours to get all his Majesty's ships, employed in hot climates, supplied with it, after the manner that they are supplied with elixir of vitriol, or James's Powders.

As I received no answer from that Board, I set on foot a plan for the surgeons petitioning the Admiralty, to allow Bark for his Majesty's ships employed on foreign service, after either of the ways which I have mentioned, or as they should think proper; but unluckily, being ordered to sea before I could get it completed, the matter dropped in my absence, and has not since been renewed.

I would therefore, with all deference, beg leave to recommend it to the most serious consideration and attention of the present Commissioners for Sick and Hurt; the effecting of which, will not only be a task suitable to the known humanity of these gentlemen, but will in like manner evidence their study to promote the real benefit of his Majesty's Service in their department.

But it may be urged, that my plea for requesting this expensive innovation, is only grounded on two instances which occurred upon the coast of Africa; and that his Majesty's Ships employed there now, are furnished with means for preventing sickness from shore duty, whereon the principal danger of contracting sickness there depends.

* The predecessors of the present Commissioners;—but they did not think proper to take the least notice of the matter.

I grant it. Yet the time of these ships, after they leave that coast, continuing in a hot climate, where the people are always liable to bad fevers and other sickness, is very considerable; and that therefore, they ought to be better prepared against such evils than the surgeons are capable from their circumstances, to prepare themselves.

Should this argument be deemed insignificant, I beg leave to furnish them with a far more fatal instance than either of the two which I have mentioned, of the want of bark in the army, as well as in a large fleet of his Majesty's ships during the late war, at the reduction of Havannah; when thousands, I may venture to affirm, were lost for want of bark chiefly.—A period therefore, which, for the mortality both of seamen and soldiers, will be memorable throughout his Majesty's dominions, for many ages. There was a general want of that precious medicine, both in the fleet and the army, when they were very sickly, until providentially, a capture of a large quantity thereof, was made in one of the enemies' ships, which was carefully divided between the fleet and the army.

I shall now leave this important matter before the Sick and Hurt Board, for the Commissioners to reflect on as they think proper, after presuming to say, that if they do procure his Majesty's ships which are employed in hot climates, to be supplied with bark, after either of the ways which I have taken the liberty to mention, or as they themselves think fit, at the Government's expence, it will be a certain method of preserving annually to his Majesty, many valuable lives, which otherwise will be lost. No expence whatever, in my opinion, can justly be put in competition with the preservation of the lives of his Majesty's seamen or subjects.

I beg leave to acquaint my brethren, in the mean time, that Doctor James Hossack, physician to the Royal Hospital at Greenwich, who surveys our medicine chests, and the lists of supplies which we write to Apothecaries' Hall for, is not only so obliging as to order double the quantity of bark to be put in our chests, to what is specified in the old established printed form of supplies, and a proportionable less quantity of other articles of medicines, which are seldom wanted, but also indulges the surgeons with any medicines of their own, that they apply for, instead of those mentioned in the printed invoice. Though, unless they amount in value to the sum which is established for us to lay out for medicines, according to the rate of the ship we are in, they may expect that he will order such an addition of other articles, which are most suitable for the station that the ships are going upon, as will make up that sum.

By this means therefore, until we are supplied with bark at the Government's expence, which I sincerely hope will be soon, they

Lisbon Harbour.

may provide themselves with a greater quantity of bark, and of the other most useful articles of medicine, in place of those which are less useful, without putting themselves to any extraordinary expence, which many of them perhaps have done hitherto, from their not knowing this circumstance.

I must also do Doctor Hossack (whose friendship I have been favoured with for some years) the justice to declare, that it was chiefly owing to his persuasion, that my Journal and Observations would hereafter be serviceable to surgeons who have never yet been in a hot climate, particularly on the coast of Africa, when they go there, that I was prevailed upon to offer them to the public.

DESCRIPTION OF PLATE XVII,

WITH SOME ACCOUNT OF LISBON HARBOUR.

THIS design gives a correct view of the noble Harbour of Lisbon, with the castle of Belim, which during last war* had nearly been destroyed by Captain John Willett Payne, in the Artois; when the Portuguese government, allowing itself to be influenced by evil advisers, who wished to destroy the harmony existing between that country and Great Britain, threatened to sink the Artois, and a sloop that was with her; and had actually sent out some Roman Catholic priests to anathematize the captain:—the discharge of a single gun† from the Artois soon brought them to their senses. The castle of Belim by this means lost one of its turrets, as is represented in the plate. Captain Payne's conduct was approved by our government; but we believe the letters that passed on the occasion have never appeared: these we shall endeavour to obtain.

The view is taken by Mr. Pocock, as looking to the eastward, or up the Tagus. In front is one of the vessels called Bean Cods; no less remarkable for swift sailing, than for their singular construction. In distance, the Spanish Men of War are introduced, that were taken by Sir J. Jervis in the battle of the 14th of February, off Cape St. Vincent's.

The Harbour of Lisbon, esteemed one of the finest in the world, has sufficient depth of water for the largest Ships, and can receive 10,000 sail without being crowded. For its security there is a fort

* We believe this happened in the year 1780.

† Captain Payne intended only to alarm them with the report of a gun, whence he had first seen the shot and wadding extracted: another shot however had been inserted by the sailors.

at the north of the river Tagus, on each side, and a Bar that runs across it, which is very dangerous to pass without pilots. Higher up, at a place where the river is considerably contracted, stands the Fort, called *Torre de Belem*, under whose guns all ships must pass in their way to the city; and on the other side are several more forts.

Previous to the earthquake in 1755, the following description was given:—The mouth of the river Tagus is about three miles broad; and the two different channels into it, are defended on the south side by a round strong castle built of wood, standing on the sea, called *Bougia*, and on the north by Fort St. Julian, a very strong castle, mounting near 200 pieces of cannon, many of them brass. In going up the river, several villages, monasteries, and country seats, make a very fine appearance, especially the convents of Santa Catherina, St. Joseph, and Bon Voyages.

The village of Belim is about three miles from Lisbon, and consists of one long street, with a quay, towards the river: the buildings are but indifferent; but it is surrounded with several beautiful domains. At one end of this village stood the palace built for Queen Catherine of England, upon her return to Portugal.

On advancing higher up the river, the City of Lisbon begins to appear, rising, as it were out of the water, and exhibiting the appearance of a large and lofty amphitheatre. The breadth of the river at Belim is not quite three miles, but gradually enlarges in approaching the city.* Except Genoa, and Constantinople, no city displays so noble a prospect; and an illumination of Lisbon observed on the water, affords a fine effect, as the city gently rising from the banks of the river, and lying extended on seven hills, exhibits at once a view of most of its buildings.

The west end of the city began at Alçentara Gate, at which place was a pond for the masts of the king's ships, and a small fort; farther up on the river side, was the royal foundery, next it were the public granaries, and adjoining to these was Boa Vista, where the late king intended to construct a bason for his Navy. Next to this last, and close to the river, was that part of the city called Bemolares, inhabited chiefly by Irish Roman Catholics, and seafaring people. Almost contiguous to this was the Yard where the Royal Navy of Portugal was built and refitted; and next to it stood the king's palace, which received an additional lustre from the India House, that in a manner was joined to it. Farther up, along the side of the river, was the Terreira de Passo, where the merchants met to transact business. Above this stood the fish-market, esteemed for its plenty and va-

riety; next to it was the Baira, or chief market; and last of all was the Bagnio for slaves, which terminated that part of Lisbon which lay on the side of the river.

The Rev. Edward Clarke, in his Letters* concerning the Spanish Nation, has subjoined an excellent description of Lisbon, as it appeared after the earthquake, in 1762. "The city of Lisbon," says this interesting writer, "built like old Rome, on several little hills, is one of the finest views from the water, that can possibly be imagined; as you approach nearer to it, the tragical effects, the havock of that dreadful earthquake, cannot but touch every beholder with sentiments of pain.—The view of the Tagus, from those windows of the town which command it, is remarkably pleasing: the *bean-cods*, or small boats, which sail with any wind or tide, and are continually passing; the river crowded with shipping of all nations; the coming in of a Bahia, or Brasil fleet; the opening of the river towards the Bar, with the castle of Belim on the right, the king's palace, and the castle of St. Julian's on the left, all together form a fine and agreeable view."

To this we shall add the following account by Lord Sandwich, in his voyage round the Mediterranean, (1739):—"Lisbon, the capital of Portugal, the antient kingdom of Lusitania, is situated upon the banks of the river Tagus, about seven leagues from the sea. It is enriched by an advantageous Commerce with the Brasils, whither it sends yearly several fleets under strong convoys, which return loaded with riches. Their cargoes consist chiefly in gold, the greatest part ready coined, and it is thence conveyed into the trading countries, which furnish the Portuguese with most of the necessaries of life. The Tagus is always filled with ships of all nations, but mostly English, who carry on here a flourishing and secure commerce. The entrance of the river is defended by several small fortresses, built at almost equal distances from the mouth of the river to the city of Lisbon. The view of this metropolis, from a distance, is of the utmost magnificence, being built on a gradual ascent, in the form of an amphitheatre, and extending itself in the figure of an half moon, along the banks of the Tagus. The whole fleet consists in about twenty ships, very ill fitted out in every respect, the Portuguese being but indifferent seamen. They have no manufactories; and their lands, for want of proper cultivation, seldom afford them what is necessary for their sustenance."

* The editors of the Encyclopædia Britannica, in their account of Portugal, have availed themselves of this work.

The antient name of Lisbon, according to Pliny, and Antonine, was *Olisipo*; believed to be of such antiquity, that Solinus thought it was built by Ulysses; and Mela probably to favour this opinion, writes, according to the common copies, *Ulyssipo*. Others with more apparent reason suppose it to be derived from the Phoenician *Ulisubbo*, or *Olisippo*, signifying in that language a *pleasant bay*, such as that on which the city stands.—The commonly received opinion with regard to the etymology of the word *Portugal*, is, that a great number of Gauls landed at Porto, or Oporto, whence it received the name of *Portus Gallorum*, or the Port of the Gauls. This country first became considerable in the reign of King Emmanuel: since his reign Lisbon has been the capital of the kingdom, and the receptacle of the richest merchandize of the East and West Indies.

The little shipping the Portugueze have, is chiefly employed in carrying on the slave trade, and a correspondence with Goa, their chief settlement in the East Indies, and of their other possessions in that part of the world. The Marine of Portugal, in 1754, consisted only of twelve ships of war, which were employed as convoys and carriers, but were quite unprovided for action. The late king endeavoured to put his fleet upon a more respectable footing, by augmenting that number to twenty-five, chiefly commanded by English and Danish officers.—Lisbon is the greatest port in Europe next to London and Amsterdam; it lies in 38. 42. N. lat. and in 8. 53. W. longitude. The *Capes of Portugal* are Cape Mondego, near the mouth of the river Mondego; Cape Roca, at the north entrance of the river Tajo; Cape Espithel, at the south entrance of the river Tajo; and the ever memorable Cape St. Vincent, on the south-west point of Algarve. The *bays* are those of Cadoan, or St. Ubes, south of Lisbon, where they make a great quantity of salt from the sea water, and Lagos Bay, in Algarve. The *principal rivers* are the Minho, in Latin *Minius*; the Linia, anciently the famed *Lethe*; the Cavado; the Douro; the Guadiena, anciently *Anas*; and the Tajo, or Tagus. The King's titles are singular—*King of Portugal, and the Algarves, on this side and the other side the Sea of Africa; Lord of Guinea, and of the Navigation, Conquests, and Commerce, in Ethiopia, Arabia, Persia, India**, *&c.* Her present Majesty, eldest daughter of the late king, Maria Frances Isabella, was born in 1734, married her uncle Don Pedro, by dispensation from the Pope, in 1760, and ascended the Throne in the year 1770.

* In the year 1749, Pope Benedict XIV. dignified the King of Portugal with the title of his most faithful Majesty.

High Court of Admiralty.

BEFORE SIR WILLIAM SCOTT, JUDGE,

JULY 17th, 1799.

DANISH SHIP NEPTUNUS.

THIS day the Court opened, when the question relative to the condemnation of the Ship NEPTUNUS, neutral property, on her way to *Havre de Grace*, while that Port was in a state of *blockade*, was argued:—

It appeared from evidence, that the NEPTUNUS sailed from *Dantzic*, with an intention of proceeding on her voyage to *Havre*, ignorant of the blockade of that port, though notification of it had been transmitted to the government of which the owners were subjects. She fell in with Admiral Duncan's squadron, when the captain was informed, that *Havre* was not in a state of blockade, and that he might proceed at perfect liberty. She was afterwards captured by an armed cutter, in sight of several of Admiral Duncan's ships, on account of her being bound to a blockaded port. This transaction took place in November 1798.

It was contended for the Captors, that ignorance of a port being blockaded did not protect those neutral vessels that were bound to it; and for the Claimants, that the ship was justified in proceeding on her voyage, after the information received from Admiral Duncan's Squadron.

JUDGMENT.

Sir William Scott said,—it clearly appeared that the Ship in question was pursuing her original intention of sailing to a port in a state of blockade, after notification of it to the government of the neutral power. The effect of such a notification was, to preclude all the subjects of that government from proceeding to the port so blockaded, whether they were ignorant of the fact or not; for the notification would be most nugatory indeed, if the subjects of a neutral power were afterwards allowed to plead ignorance of it. It was the duty of such neutral powers, without delay, to transmit it to those whom it concerned, namely, to the individuals of the country, in order that their properties might not be injured by the belligerent powers. For this reason, no owner of a vessel could be heard in his defence, who had nothing to offer, in extenuation of his conduct, but ignorance. Such circumstance, however, might be stated to our government, as

an inducement to obtain some compensation as a degree of favour, but never as a claim of right. The law, therefore, with respect to a notified blockade, is clear and explicit: and no plea in opposition to it is admissible. But there was a material distinction to be made between a notified blockade, and a blockade *de facto*, without notification. Immediately upon notification being given to a neutral government, every one of its subjects sailing from its ports, with the intention of going to the port so blockaded, was criminal in the eye of the law; and the first act in pursuance of such intention rendered their vessels liable to confiscation. In case of a blockade *de facto*, if the party could prove ignorance, no doubt it would considerably avail him.—With respect to the Ship in question, which set sail after the notification, he had no hesitation in saying, she was at that time subject to confiscation, if she had been captured; if she had been captured at any time previous to her coming up with Admiral Duncan's squadron, she would have been taken *in delicto*, and consequently liable to condemnation: but it appeared she was stopped by this fleet and examined; and, upon inquiry whether *Havre* was blockaded, she was told it was not, and that she might proceed with perfect liberty. The Question was, in what light the vessel was to be considered after this information? It was clear Admiral Duncan's squadron was unacquainted with the blockade; for, otherwise, they would have been justified in seizing and detaining THE NEPTUNUS. Sorry, he was, it should have appeared in the course of this investigation, that such a large squadron as that was, should have been ignorant of so important a piece of information. He was aware, that notification of the blockade of a port could not be made to the whole world; but to fleets in the vicinity of it, surely it ought always to be communicated. It was a fact, that the very court in which he was sitting to administer the law upon the above subject, had been till this moment ignorant of the existence of such a blockade. Undoubtedly, it would have been much more consistent and proper, if those belonging to Admiral Duncan's squadron, who had given the information, had merely stated their ignorance of the situation in which *Havre* at that time was; but instead of so doing, they gave that assurance, which made the captain proceed.—The Ship was afterwards captured. Now, then, he was of opinion, that at this time she was not taken *in delicto*. The captain was then acting upon intelligence from our own fleet; he had received positive information, that Havre was then a free port. Had the vessel been seized when she arrived among the squadron, he would have condemned her; but having been taken, when the conduct of the Captain was purified by the information he had received, he would not press a strong principle of law against him. He would not retrospectively consider his

original intention when he set sail, nor what would have been the consequences of it; it was sufficient that, at the moment of the capture, his proceeding on the voyage had been justified by the intelligence of our fleet. For these reasons, Sir William decreed that the vessel was *not subject to confiscation.*

JULY 19th.

AMERICAN SHIP JUNO.

THE JUNO had brought a cargo from *America* to this country, which was destined for *Amsterdam.* In the month of October last she sailed for that port, the captain not knowing the *Texel* was in a state of blockade by an English force. He was apprized of it at Falmouth, and was advised to apply to The Privy Council for a licence to depart with the ship and cargo notwithstanding the blockade;—he did so, and a pass was granted him for that purpose. The ship proceeded to *Amsterdam,* and having disposed of her cargo, returned to Portsmouth with a fresh one, and applied for a convoy to *America.* In the mean time she was seized as a *droit* of ADMIRALTY for having broken blockade, by returning from the *Texel* with a *Dutch* cargo on board. The principal question, therefore, in this case, was, whether by so returning with a cargo she had broken blockade? and whether the licence or pass of the Privy Council to deliver a cargo at an enemy's port, precluded the right of returning with another cargo?

It was contended for the Admiralty, that the licence was confined to the delivery of the cargo only; and that the moment it was delivered, the Ship ought to be considered the same as any other neutral ship that had gone into the port prior to the blockade, and consequently at liberty only to return in ballast.

On the part of the Owners it was stated, that if their conduct in returning from the *Texel* with a cargo was wrong, it was owing to a misconstruction of the licence, which they supposed gave them the power to do so. There were several provisions and stipulations in the licence, but none that stated the Ship was to return without a cargo. The very great severity of the principle on which the law relative to ships breaking blockade is founded, was urged as a reason why that interpretation should be put upon it in this instance, which was most favourable to the claimants.

JUDGMENT.

Sir William Scott said,—that a licence which gave any person the power to act in contravention of an established law, ought in general to be considered *stricti juris*—It was in the nature of a *privilegium,*

granting that to which the party had no original right, and therefore ought to be strictly explained; at the same time it was his duty to recollect, that this licence was for the purpose of relaxing a law that bore extremely hard upon other countries. To shut up an enemy's country from all communication and commerce with neutral nations, was a considerable grievance to such neutral nations; but it was a hardship which all countries were bound to sustain; for no one principle was better understood than that of the right of blockading the ports of an enemy: it had been recognised and firmly established from the earliest ages without opposition; but it was an harsh right, and for that reason, he was not inclined to apply the strict spirit of the law to a licence, the effect of which was to relax it.—Indeed, the good faith and honour of Government demanded a liberal construction of it. If the claimants, acting to the best of their judgments, and with honest intentions, had misconceived the nature and extent of the licence, it would be too much to apply to them the maxim that *ignorantia juris neminem excusat*. He agreed that ignorance of general principles ought never to be admitted as an excuse; but considerable allowance was to be made for a foreigner, who had misapprehended the terms and effect of an official instrument of the Privy Council; provided it appeared he had been guilty of no fraud or misrepresentation in order to obtain it. With respect to neutral ships, that had gone into an enemy's port before a blockade had taken place, it was clear they had a right of departure, but it was only in ballast, unless they had been laden also previous to the blockade; for the effect of a blockade was, that all sort of commerce with other nations was prohibited, both externally with its own commodities, and internally by merchandize imported. The licence restraining this general effect was wholly silent on the former point. See then what was the conduct of the owners?—They took their cargo to *Amsterdam*, obtained another, came out of port, and proceeded to Spithead, where they solicited a convoy; they acted openly, and without any appearance of wishing to withdraw themselves from observation. As far, therefore, as could be collected from the *res gestæ*—(the conduct of the parties,) they seemed to have had no idea of having done any thing improper. He thought there was a great distinction to be drawn between a neutral Ship that had gone into an enemy's port before a blockade, and one that had gone in after, under the authority and sanction of Government. In the latter case, it might reasonably enough be supposed, that the authority extended to returning with a cargo. If any inconveniencies were found to arise from this construction of the licence, the remedy must be applied by Government. If it was meant that a Ship was to carry a cargo, but was not to bring one back, Government ought to say so. It ought to be one

of the express stipulations in the instrument, unless it could be proved there had been fraud used in obtaining the licence; in which case the voyage from the beginning, and in all its subsequent stages, would have been illegal. He was bound to say there had been nothing in the conduct of the owners that rendered their vessel liable to confiscation, and accordingly he decreed it *to be restored.*

JULY 23.

GENOESE POLACRE, LA MADRONA DEL ROSARIO.

THIS day the Court was occupied in deciding a cause respecting the capture of the Genoese Polacre La Madrona del Rosario, laden with grain, and bound from Genoa to Saint Ramo, a Genoese Port. It appeared from the evidence, that previous to the period when this capture took place, which was towards the latter end of the year 1795, a Convention had been entered into between the *Republic of Genoa*, the *Government of Great Britain*, and the *Imperial Government*; by which it was stipulated,—that no Genoese vessel laden with grain, and sent by the Government of Genoa to any of its own ports, should be protected from seizure, unless there was, among other documents, a passport on board from the Genoese Government, signed by the Secretary of State of Genoa, and countersigned by the British Residentiary and an Austrian General of Division. The vessel in question was not sent by the Government of Genoa, but was private property, and was carrying the cargo to St. Ramo, one of the western ports of Genoa; at that time suffering under an extreme scarcity of provisions, in consequence of the operations of the war. She was captured by the *Agamemnon*, Captain HORATIO NELSON (now Lord Nelson); and upon examining her papers, it was discovered she had not on board such a passport as had been determined necessary by the agreement between Genoa, England, and Austria. The present question was,—Whether, under these circumstances, she was a lawful prize to this country? It did not clearly appear by the evidence whether the claimant was a Genoese, or a subject of the Emperor.

Sir John Nicholl, the King's Advocate, contended that the passport stipulated for between Genoa, England, and Austria, was required to be on board all Vessels, without distinction, laden with grain, and going from one part of the Genoese territories to another. The Genoese Government was competent to enter into such a contract to bind all its subjects; therefore the want of it rendered the voyage illegal, and the vessel liable to condemnation.

Dr. Lawrence agreed that, towards the end of the year 1795, some very strong measures were taken by Great Britain and its allies respecting the neutrality of Genoa; but he had no idea a measure of

so violent a nature as the present one was, had been adopted, and he was surprised to hear it argued as law in a court of this country. It was a measure to which Genoa had been reluctantly compelled to submit, to prevent her subjects from experiencing the miseries of want and famine. All that the Genoese government meant was, that ships laden by themselves for the public necessity should have the countersigned passport on board; it never intended that the restriction should apply to its trade in general carried on by individuals. Even the insisting upon such a passport, in any case, had been considered by the Genoese as an infraction of their neutrality; and they had been far from acknowledging our right to stop their vessels for the want of it: however the Genoese government might have been justified in entering into a compact, that vessels laden with grain for the public service should have a passport signed by two of the belligerent powers, yet was such passport, with respect to the subjects at large, perfectly illegal; he therefore trusted the Vessel would be restored.

JUDGMENT.

Sir William Scott said,—it appeared that an agreement had taken place between *Genoa*, *England*, and *Austria*, for all vessels carrying corn or grain from one Genoese port to another to be provided with a passport, signed and countersigned in a particular manner. This had been called a violation of the independence of a neutral state. He was aware that great complaints had been urged, not only in this Court, but in other places, as if the British government, by its arbitrary conduct, had violated the rights of war, as applicable to neutral nations. The charge might be true, or it might be false;—this, however, he could say, that no fact had ever come to his knowledge that gave him the slightest reason to suppose the government of Great Britain had acted in any manner that was not warranted by the laws of nations. With respect to the present instance, he thought such was the situation of affairs in Genoa at the time, that strong measures were indispensably necessary. A French army was in the vicinity of the place; and, considering the disposition of the Genoese government, it was proper and just that the belligerent powers on the spot should sign the passports of vessels carrying grain, as an assurance that it was not going to the enemy. He saw no injustice at all in so doing. It was a matter of notoriety, that Genoa had not acted as if she had had the interests of this Country or of Europe at heart. Even now, the only part of Italy that had not concurred in resisting the French was Genoa, and this Country had at length found it necessary to declare an avowed and decided war against her. Upon the whole, therefore, he could not consider the convention by

which the passport was stipulated for, to be stigmatised as unjust or oppressive. In this case it appeared no such passport had been obtained. Why had it not? No satisfactory reason could possibly be given. The national character in which the claimant appeared was not fully established—it did not appear whether he was a subject of the Emperor, or of Genoa. If he was the former, he could have had no right at all to send a cargo of grain to St. Ramo, for it was at the time actually in the possession of the French, and the sending grain by the Genoese government was merely an act of humanity, to prevent its own subjects from perishing for want. If he was a Genoese subject, it was his duty to have had the proper passport, and not having had it, he was entitled to no relief—for these considerations he was of opinion the Vessel and its Cargo were lawful prize; and *ought to be confiscated.*—Decreed accordingly.

[*To be continued.*]

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

ALTHOUGH it is not in my power to answer the Prize Questions, in the Philosophical Papers, of your last Number, I yet may possibly furnish hints to enable others to do it by experiments.

The purification of brackish water, or rendering salt water fresh, otherwise than by distillation, will doubtless appear among the discoveries of the ensuing century:—it is an operation which nature performs at once by a Water-Spout, of which there are two sorts *, one like a cone or funnel, the other cylindrical, both of which I have noticed, when at sea. The salt is decomposed by the water spout, and does not ascend, although the fresh water rushes spirally upwards with great force. I saw eight of the Conical sort, form in the space of a few hours off Toulon; one of which soon after its first appearance, passed between the Excellent, and my ship, when about a cable's length asunder. I perceived the water ascending very fast, and the sky to be gradually darkened, when dense clouds soon succeeded: my wish prevailed that it should be broken by the high rocky shore to the westward of Toulon, where it fell with great force, and caused a torrent down the precipice into the sea, which I saw with my glass. The breeze was moderate, and the day otherwise fine. The Sun appears to take part in the operation of these water-spouts, though the cylindrical one seems to be formed by sudden shifts of violent winds (or shore whirlwinds) and are very dangerous.

* See the French Encycloped.

Of the substitute, or preparation of yeast, there are two sorts:—the first was published in the newspapers; the lees of small beer; porter, and wine; or porter alone, will ferment when mixed with flour, and good bread may be made with it. This I tried with success. The spruce-beer shops sell yeast in cakes dried upon paper, which keeps, and would, perhaps, if bottled. Fresh yeast would keep well enough to make good bread with the following receipt; which I saw some excellent bread made after a few days ago. The second receipt was given me lately.

FIRST RECEIPT.

Take two ounces of hops, boil them for an hour in two gallons of water; and boiling hot, scald eight or ten pounds of flour, and stir it very well into a paste. Do this about eleven in the forenoon, let it stand till six in the evening; then add about a quart of yeast to forward the fermentation, and mix it well together. Next morning add as much more flour, and water, as are sufficient to make it into dough; and in the afternoon it will be fit for setting spunge, and baking. Reserve always a piece of the old dough to mix with the new batch, instead of the yeast. The above quantity of hops will suffice for 120 quartern loaves; but a quarter of an ounce of hops, one quart of water, one pound of flour, and a quarter of a pint of yeast, will make eight quartern loaves.

SECOND RECEIPT.—N. B. *I have never seen this tried.*

Take one pound of fine flour, bring it with boiling water to the thickness of water gruel, add to it a pound of raw sugar and mix it well. Put three table spoonfuls of good purified yeast, and mix all in an upright pan: they will soon ferment violently. The yeast which rises to the top put into a bottle, and stop it well; keeping it (to mix with another batch, instead of fresh yeast) in a dry and warm place. The above ingredients will make good bread.

Respecting the preserving of salted provisions, the late Admiral Knowles's receipt, though a good one, might perhaps be amended, if the salt was purified of its bitter and earthy particles, by the simple process recommended by Lord Dundonald. These bitter particles are particularly tasted in butter, which should be salted with purified salt, and rubbed in with a wet cloth instead of the hand; for the cloth absorbs the whey, which is apt to turn rancid if left in the butter *.

I am, Mr. Editor, your sincere well wisher,

L.

* The other Communications of this valuable Correspondent, which we have received, are not neglected, but will soon appear: we are fully sensible of their value.

NAVAL LITERATURE.

A Voyage performed by the late Earl of Sandwich *round the Mediterranean in the Years* 1738, *and* 1739, *written by himself; embellished with a Portrait of his Lordship by* Gainsborough, *engraved by* Collyer, *and illustrated with several Engravings of ancient Buildings and Inscriptions, and a coloured Chart of his Course by* Luffman: *to which are prefixed Memoirs of the Noble Author's Life, by* John Cooke, *M. A. Chaplain to his Lordship, and one of the Chaplains of Greenwich Hospital. London: printed for* T. Cadell, *jun. and* W. Davies, *in the Strand.* 1799. *Pages* 534. *al.* 2*l.* 2*s.*

THE Memoirs of Lord Sandwich, as prefixed to this volume, place his real Character in a more favourable light than it has hitherto been viewed in: with what degree of justice, the suffrage of the public will decide. The language of Panegyric may sometimes be injudiciously applied; and a too great desire of general commendation may recal many defects that would otherwise have slumbered in oblivion.

John Montague, son of Edward Richard Montague Lord Viscount Hinchinbrook, and Elizabeth only daughter of Alexander Popham, Esq. of Littlecote in the county of Wilts, fourth Earl of Sandwich, was born in the parish of St. Martin in the Fields, Middlesex, November 3d, 1718.

He was sent at an early age to Eton school, under the respectable Dr. George; and on the 12th of April 1735 was admitted of Trinity College, Cambridge. After spending about two years at college he set out on the voyage which forms the subject of the present work, accompanied by Mr. Ponsonby late Earl of Besborough, Mr. Nelthorpe, Mr. Mackye, and Liotard (not Liobard) a painter, who was employed to take views. On his Lordship's return in 1739 he brought home from Athens, among other curiosities, a long inscription on both sides of a piece of marble of about two feet in height, which he presented to Trinity College. On his arrival in England Lord Sandwich, being of age, took his seat in the House of Peers; he was soon afterwards chosen High Steward of the corporation of Huntingdon, and in 1750 was unanimously elected their Recorder.

On the 14th of March 1740-1, his Lordship married the Honourable Dorothy Fane, third daughter of Lord Viscount Fane of the kingdom of Ireland.

In the year 1745, Lord Sandwich during the rebellion shewed himself strenuous in defence of the reigning family. In 1746 he embarked for the Hague, being appointed his Majesty's Plenipotentiary to the Congress to be holden at Breda for treating of a general peace. On the twentieth of February 1748-9, he was made First Lord of the Admiralty, and sworn of his Majesty's Privy Council; and on the King's embarking soon after for Hanover, was declared one of the Lords Justices for the administration of the government during his Majesty's absence.

His Lordship was chosen an Elder Brother of the Trinity House on the 8th of April 1749, a situation which, as Mr. Cooke remarks, has always been considered as an honourable appendage to public men. This corporation, styled "The Master, Wardens, and Assistants of the Corporation of Trinity House, Deptford Strond," consists of 31 members, 20 of whom are captains in the merchants service, and the remaining 11 are called honorary members, and principally composed of noblemen and officers of high rank in the Royal Navy. For many years the Earl of Sandwich, and the late Duke of Bedford, were chosen to the Mastership alternately, each holding it for four years. The merchant captains carry on principally the business of the corporation; and at their monthly general courts Lord Sandwich more frequently attended than any other Master.

After the Duke of Bedford's resignation in 1751, on his Lordship's being previously displaced, the Earl of Sandwich did not hold any office till the year 1755, when he became with Lord Cholmondely, and Welbore Ellis, Esq. joint Vice Treasurer of Ireland: about the same time he was unanimously chosen by the corporation of Godmanchester their recorder. In the beginning of 1763 he resigned the vice-treasurership of Ireland, and was appointed Ambassador extraordinary to the court of Spain; for reasons, which do not appear, his Lordship never went. On the 23d of April, in the same year, he was again made First Lord of the Admiralty; and in September * following became Secretary of State for the Home Department, in which post he continued until 1765. In 1768 his Lordship was made joint Postmaster General, with Lord Le Despencer.

At the installation of the Duke of Grafton, as Chancellor of the University of Cambridge, Lord Sandwich was presented for the degree of Doctor of Laws. Under the administration of Lord

* On the death of Lord Hardwick, Lord Sandwich endeavoured to be elected High Steward of the University of Cambridge, but without success.

North, the Earl of Sandwich was first Secretary of State for the Foreign Department, and on the 12th of January 1771 was a third time appointed First Lord of the Admiralty. Many material improvements were adopted, of which the following are stated by his Biographer:

1. Sheathing his Majesty's ships with copper.
2. Task work.
3. The more regular payment of the shipwrights in the King's yards.
4. A better mode of providing the requisite number of them.
5. The benefit of superannuation, which before was confined to a certain number, extended to all Artificers, Workmen, and Labourers, without exception.

The beneficial effects of his Lordship's annual visitations to his Majesty's dock-yards, Mr Cooke thinks, cannot be better expressed than in his own words: "Upon the whole," says Lord Sandwich, "I hope I may flatter myself that my labour has not been thrown away in these expeditions; though I will fairly own, that as my business is always my pleasure, they have afforded me great amusement for the space of near two months every summer. I shall certainly continue them as long as I have the honour of serving his Majesty in this department; *and if my successors do not follow my example, I believe I may venture to prophesy, that many abuses will creep in; and, though their abilities may be greater than mine, they will not know, so well as I have done, how to administer the proper remedies* *."

During the month of June, in the year 1773, and that of May, in 1778, his Majesty himself made a visitation, at Portsmouth and Spithead; in the latter he also examined the dock-yard at Chatham; at all of which he "expressed the highest approbation of the good order and discipline of his fleet, the excellent condition of the dock-yard, arsenals, and garrison; and the regularity with which every thing was conducted." On the 4th of April 1771, his Lordship procured, by a memorial presented to his Majesty, an order in council to enlarge the establishment of the marines by a considerable addition of field officers. This well-advised measure was found of "essential advantage to the Marine Service, and afforded likewise a just and well-timed encouragement to the officers of that meritorious corps, by opening to them a larger field for promotion, and a rank from which they had been hitherto excluded." Lord Sandwich was

* Extracted from the minutes of the Earl of Sandwich's visitations of his Majesty's dock yards, from the year 1771 to 1775 inclusive.

strictly punctual in returning answers to all his correspondents. He rose at an early hour, and generally wrote all his letters before breakfast.

The first voyage of Captain Cook was undertaken in 1768, at the request of the Royal Society, to observe the Transit of Venus over the Sun, when Sir Edward Hawke was First Lord of the Admiralty. On the return of Captain Cook a second voyage was undertaken in 1772, the direction of which fell on Lord Sandwich, who had succeeded Sir E. Hawke. Our gallant circumnavigator's third voyage in 1776, was equally under the direction of Lord Sandwich.

About the time when Captain Cook sailed on his second voyage in 1772, an opinion beginning to prevail that the seas surrounding the Pole were, in summer at least, open, the Honourable Captain C. J. Phipps, afterwards Lord Mulgrave, having been appointed to command two vessels, the Race-horse, and Carcass, sailed in June 1773, and on the 27th of July nearly reached to the 81st degree of northern latitude; where he found an eternal barrier of ice, which he traced from the coast of Spitzbergen, till by its running to the southward it appeared to be fixed to the shores of Greenland.

An inquiry into the management of Greenwich Hospital, having been introduced, in 1779, into the House of Lords; after an investigation which lasted nearly three months, the conduct of the Earl of Sandwich, by the concurrent depositions of many respectable witnesses, appeared to have been eminently useful to the interests and management of the hospital. On the 7th of June 1779, the following resolutions were reported, and agreed to by the House of Lords: 1. *That nothing has appeared in the course of this inquiry which calls for any interposition of the Legislature with regard to the management of Greenwich Hospital, or which makes the same necessary or proper.* 2. *That the book which was referred to this committee, intituled, "The Case of the Royal Hospital for Seamen, at Greenwich," contains a groundless and malicious misrepresentation of the conduct of the Earl of Sandwich, and others the Commissioners, Directors, and Officers of Greenwich Hospital, with regard to the management thereof.* 3. *That it has appeared to this committee, that the revenues of Greenwich Hospital have been considerably increased, the buildings much enlarged and rendered more commodious, and the number of pensioners greatly augmented, during the time in which the Earl of Sandwich has been First Lord of the Admiralty; who has upon all occasions shewn great attention and impartiality in forwarding the true end of that noble foundation.*

In the month of March 1782, on the change of administration, Lord Sandwich appears to have resigned his station of First Lord

of the Admiralty*, in which he was succeeded on the thirteenth of the same month by Lord Keppel. After the resignation of The Rangership of the Parks in January 1784, Lord Sandwich held no employment under Government during the remainder of his life, which terminated at his house in London on the thirteenth of April 1792.

We have given our naval readers an abstract of Mr. Cooke's Memoirs† of this nobleman, as we fear the high price of his book (two guineas) will prevent many from being able to peruse them. If we cannot agree in every respect with the worthy biographer, we must own ourselves much gratified with the zeal which he displays for the character of his Friend, and for the able and interesting manner in which he endeavours to support the opinion, that the late Earl of Sandwich was a "great and amiable man."

On the twelfth day of July, N. S. 1738, Lord Sandwich embarked from Leghorn on board The Anne Galley, an English ship of about 300 tons, and 16 cannon, to perform the periplus of the Mediterranean, which had long been a favourite object in his mind. In the course of this voyage, an account of which is now rendered particularly interesting, by the important scene of naval transactions now carrying on in that quarter—his Lordship visited, and gives a correct account, among others, of the following places:—LEGHORN, called by the Romans *Portus Liburnus*; the island of ELBA, with its two forts, Porto Ferraio, and Porto Longone; CORSICA, called by the antients *Cyrnus*, from the name of Hercules's son, first inhabited by the Etrurians; SARDINIA, noticed by Horace (L. i. O. 31.) for its fertility; CAPREA, of notorious memory, formerly a colony of Teleboans, a

* First Lords of the Admiralty, from Lord Anson.

LORD ANSON.
June 19, 1762, Earl of Hallifax.
Oct. 16, 1762, George Grenville.
April 16, 1763, Earl of Sandwich.
Sept. 9, 1763, Earl of Egmont.
Sept. 16, 1766, Sir Charles Saunders.
Dec. 2, 1766, Sir Edward Hawke, afterwards Lord Hawke.
Jan. 12, 1771, Earl of Sandwich.
March 30, 1782, Viscount Keppel.
Jan. 29, 1783, Viscount, now Earl Howe.
April 8, 1783, Viscount Keppel.
Dec. 30, 1783, Viscount Howe.
Sept. 1788, Earl of Chatham.
Dec. 19, 1794, Earl Spencer.

† They extend to 40 pages.

people of Acarnia, a province of Epirus; SICILY, antiently called *Trinacria*, from the triangular figure of it, τρία ακρα, signifying the three promontories; PALERMO, anciently called *Panormus*; MOREA, anciently the Peloponnesus; SERIGO, the ancient *Cythera*; MILO, memorable for Athenian barbarity, who put to death, after the Island had surrendered at discretion, all that were of age to bear arms, and made slaves of the women and children; ÆGINA, an island which still preserves its name; Piræum, made by Themistocles a Port sufficiently capacious to hold, according to Pliny, 1000 Ships, and divided into three Docks; ATHENS; SALAMIS, governed by the descendants of Æacus, the kingdom of Ajax, now called Colouri; MEGARA, whose inhabitants rendered themselves famous by disputing with the Athenians the sovereignty of the island of Salamis, and also by the victory obtained by them over part of the Persian army commanded by Mardonius; ELEUSIS, famous for its antiquity, and the celebrated temple of Ceres; CAPE COLONNA, or the promontory of Sunium, its most ancient name was *Patroclea*, from Patroclus, Admiral of Ptolemy Philadelphus, King of Egypt; ZEA, anciently *Ceos*, the birth-place of the poet Simonides, and of Erasistratus, a physician of note; THERMIA, originally Cythurs, changed to the former appellation, on account of its hot baths, the birth-place of the celebrated painter Cydias, for whose painting of the Argonautic Expedition, Hortensius, the Roman orator, gave 164 talents; SYROS, now Syra, the birth-place of the master of Pythagoras; TINE, an island famous for a temple of Neptune, its tutelar deity, whence medals of this god on the reverse, with the trident, have the inscription T. H.;—MYCONE; DELOS, the reputed birth-place of Apollo, and Diana,—whenever the ancients passed this island, they either stopped at the temple of Apollo to offer their sacrifices for a prosperous voyage, or else made libations to the same purpose from their SHIPS; NAXOS, the chief island of the Cyclades; SCYROS, the retreat of Achilles before the Trojan war, and the island where Theseus died; LEMNOS,

still called by that name by the modern Greeks, and Turks, which the trading nations have changed to Stalimene; MARDI MARMORA, anciently the *Propontis*, as being the sea before the *Pontus Euxinus*; CONSTANTINOPLE, anciently called *Byzantium*, from Byzas, admiral of the Megarean fleet.

Lord Sandwich enters at large into the history of Constantinople, the customs and government of the Turks, and gives a clear relation of the revolution, which happened at Constantinople in the year 1730;—this alone takes up sixty pages of the volume. On leaving Constantinople, his Lordship re-embarked on board THE ANNE GALLEY, and continued his voyage over the rest of the Levant, sailing by Troy, Smyrna, Samos, and Rhodes, towards Egypt; which country, at present so much considered, his Lordship made the object of his particular attention: his observations relative to it, extending to eighty-five pages, accompanied with eight engravings of the Pyramids. On returning home, his Lordship gives an account of, and visits, among other places, Maltha, Lisbon, Minorca, and Genoa.

The account of the celebrated capital of Sicily will give our readers an idea of his Lordship's style:

About twelve leagues distant from Mount Gibel stands the celebrated city of Siracusa, the ancient capital of this island, which, in the time of its prosperity, yielded in grandeur and magnificence to no city whatever. It was built by a colony of Corinthians, (as I have already mentioned,) four hundred years after the siege of Troy, from whence the Siracuse woman, in Theocritus, says,

" —— Κορίνθιοι εἰμὲς ἔνωθεν
Ὥς κἀι ὁ Βελλεροφῶν *." Idyl. xv. 91.

It was formerly reckoned nine miles in circumference, but is now dwindled away to what was (when Marcellus besieged it) the citadel, and is at present in as low a condition as it was then flourishing. The harbour is one of the finest in the world, purely the work of nature, and is surrounded by one of the most pleasant and fertile countries that, I think, I ever saw; whence it was very properly

* " Besides, we're of Corinthian mould,
As was Bellerophon of old."

placed under the protection of Ceres. The ancient magnificence of this famous city is very pompously described by Silvius Italicus *.

It may be imagined that our curiosity was heightened by the discovery of several ruins at a small distance from the sea-shore. The first piece of antiquity, that presented itself to our view, was the remains of an amphitheatre, very much out of repair, and what had never been of any large dimensions. At a small distance hence is what the people of the country imagine to have been the senate-house; though I rather take it to be a theatre, it being exactly of the shape of those I have seen elsewhere, and the seats cut out in the rock one above another, according to the fashion of all the theatres I have ever met with. It is not impossible but that it may be the same, which is mentioned in the above quoted passage of Sil. Ital. Hence we went directly to the Ear of Dionysius, which it would be difficult to say too much in praise of, or to give an idea sufficient to make a person comprehend the curiosity of this valuable piece of antiquity. It is at this instant as entire as when it was first made, and still retains that surprising power of reverberation of sounds. It is frequently made mention of in Cicero's Orat. in Verr. by the denomination of Latomiæ Syracusanæ; and likewise in Seneca's Consolatio ad Marciam. It is a large cavern cut horizontally into a rock, 72 feet high, 27 broad, and 219 in depth: the entrance is of the shape of an ass's ear, and the inside somewhat of the form of the letter *S*. On the top of the cave there is a groove which runs from one end to the other, and has communication with a small room at the entrance, now inaccessible, by reason of the height and steepness of the rock: this is imagined to have been a guard room, where the tyrant used to place a sentinel, who, by hearing every the least whisper of the prisoners within, made his report accordingly to his masters. We fired a pistol in it, which made a noise like thunder. When one of us went to the end, and there fetched his breath, he was heard very distinctly by those without; and unfolding a letter as gently as possible, it seemed as if somebody had flapped a sheet of paper close to your ear: indeed the effects of the reverberation are so surprising, that people would be apt to think that those, who related them, were giving into a vice, of which all travellers are generally suspected guilty. There is now standing in the town a temple of Minerva, of the Doric order, which is made use of as the cathedral church; and about three miles out of the town the remains of one dedicated to Diana, of the same rank and order as the other. They are neither of them any otherwise remarkable than for their antiquity, being of but ordinary workmanship, and appearing to have been

* Book xiv. 641.

built in an age when architecture was in no great perfection. Within the city, close to the sea-shore, is to be seen the celebrated fountain of Arethusa, well known from the poetical story of the secret commerce that nymph had with the river-god Alphæus.

"——— Alphæum fama est huc Elidis amnem
Occultas egisse vias subter mare, qui nunc
Ore, Arethusa, his Siculis confunditur undis *."
Virg. Æn. iii. 694.

She now retains nothing of her ancient beauties; her streams, which were formerly so pure and limpid, being muddy and brackish, and her banks, which were adorned with statues, and beautified with gardens, rendered unsightly by a confused heap of rubbish, with which they are covered. Hence it appears that Virgil's prayer in his tenth Eclogue was not heard.

"Extremum hunc, Arethusa, mihi concede laborem.
Sic tibi, cum fluctus subter labere Sicanos,
Doris amara suam non intermisceat undam †." Ec. x. l. 1.

Notwithstanding the country round is one of the most fruitful ones in the world, the people, by reason of the harshness of the government, are in the greatest misery imaginable; so that about three years ago there were nearly thirty wretches, that perished for mere hunger. Nothing is so common as for the peasants to sell themselves for slaves on board the Maltese gallies for the bare sustenance of bread and water. They have little or no trade, exporting nothing except a small quantity of wine, which is justly esteemed as excellent in all parts of Europe; and for importations they have no occasion, the country producing all manner of things necessary for their sustenance. The city is well fortified towards the land, and defended by a considerable garrison; it is but of little strength to the seaward, they relying entirely upon the craggyness of the coast, which renders it inaccessible but by the channel, that leads into the harbour, which is commanded by a battery of eight guns.

With the following extract we shall for the present take leave of this valuable work; assuring such of our readers as may wish to possess it, that they will find this volume a valuable acquisition to their library:

* "Hither, 'tis said, Alphæus from his source
In Elis realms directs his watry course;
Beneath the main he takes his secret way,
And mounts with Arethusa's streams to day." PITT.

† "Aid the last labour of my rural muse
'Tis Gallus asks, auspicious Arethuse.
So while beneath Sicilian seas you glide,
May Doris ne'er pollute your purer tide." WARTON.

After a stay of five days, we took leave of the island Ægina, and in about twelve hours came to an anchor in the Piræum. It is now called Porto Leone, from a large lion of white marble, that stood near it; which some years ago was carried away by the Venetians to their arsenal at Venice. We found ourselves here secured from all winds, the harbour being an extraordinary good one; which gave Statius reason to say

"——— Trepidis stabilem Piræa nautis*." Theb. l. xii.

Before Themistocles's time, the Piræum was only a small town near the sea-shore, which, together with the adjacent parts, was ranked under the tribe Hippothoontis. It was by that great man fortified, and rendered fit to contain a numerous fleet, he being the first who taught the Athenians the advantage of increasing their naval power. The port, according to Pliny, was capacious enough to hold 1000 ships, though Strabo says only 400; at present 30 of our modern vessels would have difficulty to moor clear of one another. It was divided into three docks; the first of which was called Cantharus, from a hero of that name; the second Aphrodision, from two temples of Venus, that stood near it; the one built by Themistocles, the other by Conon, in memory of the great naval victory obtained by him against the Lacedæmonians, near the Carian Chersonesus, not far from Cnidos; and the third Zea, perhaps from the word Ζειὰ, which in Greek signifies bread corn. In the time of Pausanias there was, near the most considerable of these docks, the tomb of Themistocles; his posterity having, out of regard to his memory, transported his bones from Magnesia, where he died in exile, that they might find rest in his native country, which had been too ungrateful to suffer him to enjoy it in his lifetime. The town was beautified with several porticos, and was famous for a market, frequented by all the trading parts of Greece; whence came the proverb, Τὸν Πειραϊκὸν κινδυνεύειν μὴ φέρειν. There was also another more remote from the sea shore, made use of chiefly by the inhabitants of Athens. Behind the chief portico were two statues, the one of Jupiter, the other representing the Athenian republic: and not far distant a temenos consecrated to Jupiter and Minerva, with their statues in brass. The town was joined to the city of Athens by a very strong double wall, built by Themistocles, which being at least five miles in length, obtained the name of μακρὰ τείχη, which induced Propertius to say of it

"Inde ubi Pirsei capiant me littora portus,
Scandam Theseæ brachia longa viæ." L. iii. Eleg. 20.

* "——— And the Pirean strand,
Dreadful tho' firm to seamen, when they land." Lewis.

The wall was built of large square stones joined together with lead, and cramps of iron, without any other cement, and so broad that two chariots might pass on it abreast. It was destroyed during the tyranny of the Thirty, repaired by Conon, and afterwards in the Mithridatic war finally ruined by Sylla. The harbour is of a circular figure, and the entrance of it shut up by two ancient moles, which make it so narrow that there is but just room for a ship to pass in conveniently. Before the mouth of the port is a small rock, upon which subsists the remains of an ancient pharos, built of large square stones. All round are to be seen the ruins of the town, consisting of many foundations of houses, reservoirs of water, and heaps of rubbish.

[*To be continued.*]

NAVAL POETRY.

Nor let the sons of letter'd pride despise
Germs, whence the vig'rous shoots of valour rise;
So Attic freedom own'd Harmodius' strain,
So rous'd Tyrtæus' song the Spartan train. PYE's NAUCR.

SONG,

By the Earl of Dorset, in 1665, written at Sea, during the first Dutch War, the Night previous to an Engagement.

TO all you Ladies now at land
We Men at Sea indite;
But first would have you understand
How hard it is to write:
The Muses now, and Neptune too
We must implore to write to you.

For though the Muses should prove kind
And fill our empty brain;
Yet if rough Neptune rouse the wind
To wave the azure Main,
Our paper, pen, and ink, and we,
Roll up and down our ships at sea.

Then if we write not by each post,
Think not we are unkind;
Nor yet conclude our ships are lost
By Dutchmen, or by wind:
Our tears we'll send a speedier way,
The tide shall bring them twice a day.

The king with wonder and surprise,
Will swear the seas grow bold;
Because the tides will higher rise,
Than ere they did of old:
But let him know it is our tears,
Bring floods of grief to Whitehall-stairs.

Should foggy Opdam chance to know,
Our sad and dismal story;
The Dutch would scorn so weak a foe
And quit their fort at Goree:
For what resistance can they find,
From men who've left their hearts behind?

Let wind and weather do its worst,
Be you to us but kind;
Let Dutchmen vapour, Spaniards curse,
No sorrow we shall find:
'Tis then no matter how things go,
Or who's our friend, or who's our foe.

To pass our tedious hours away,
We throw a merry main;
Or else at serious ombre play;
But why should we in vain
Each other's ruin thus pursue?
We were undone when we left you.

But now our fears tempestuous grow,
And cast our hopes away;
Whilst you, regardless of our woe,
Sit careless at a play:
Perhaps permit some happier man,
To kiss your hand, or flirt your fan.

When any mournful tune you hear
That dies in ev'ry note;
As if it sigh'd with each man's care
For being so remote:
Think then how often love we've made
To you, when all those tunes were play'd.

In justice you cannot refuse
To think of our distress;
When we for hopes of honor lose
Our certain happiness;
All those designs are but to prove
Ourselves more worthy of your love.

And now we've told you all our loves,
And likewise all our fears,
In hopes this declaration moves
Some pity for our tears;
Let's hear of no inconstancy,
We have too much of that at sea.

THE STORM.

This beautiful and descriptive Ballad has been long given with singular injustice to GEORGE ALEXANDER STEEVENS; we have particular pleasure in again bringing it back to its real author the unfortunate FALCONER, by whom it was originally composed. It was astonishing that the public should so readily believe it the production of a Writer, who however qualified to celebrate the mad riot of the Bacchanalian Crew, was utterly unacquainted with the sublime terror of the Ocean, which poor Falconer thus sung with all the sublimity and experienced observation of a Seaman.

CEASE rude Boreas, blust'ring railer!
List, ye landsmen, all to me!
Messmates hear a brother sailor
Sing the dangers of the sea;
From bounding billows, first in motion,
When the distant whirlwinds rise,
To the tempest-troubled Ocean,
Where the seas contend with skies!

Hark! the Boatswain hoarsely bawling,
By topsail-sheets and haulyards stand!
Down top-gallants quick be hauling,
Down your stay-sails, hand, boys, hand!
Now it freshens, set the braces,
Quick the topsail-sheets let go;
Luff, boys, luff! don't make wry faces,
Up your topsails nimbly clew.

Now all you on down-beds sporting,
Fondly lock'd in Beauty's arms;
Fresh enjoyments wanton courting,
Safe from all but Love's alarms:
Round us roars the tempest louder,
Think what fear our minds enthrals;
Harder yet, it yet blows harder,
Now again the Boatswain calls!

The top-sail yards point to the wind, boys,
See all clear to reef each course;
Let the fore-sheet go, don't mind, boys,
Though the weather should be worse.
Fore and aft the sprit-sail yard get,
Reef the mizen, see all clear;
Hands up! each preventure brace set,
Man the fore yard, cheer, lads, cheer!

Now the dreadful thunder's roaring,
Peal on peal contending clash,
On our heads fierce rain falls pouring,
In our eyes blue lightnings flash.
One wide water all around us,
All above us one black sky;
Different deaths at once surround us:
Hark! what means that dreadful cry?

The foremast's gone, cries ev'ry tongue out,
O'er the lee, twelve feet 'bove deck;
A leak beneath the chest-tree's sprung out,
Call all hands to clear the wreck.
Quick the lanyards cut to pieces;
Come, my hearts, be stout and bold;
Plumb the Well—the leak increases,
Four feet water in the hold!

While o'er The Ship wild waves are beating,
We our wives and children mourn;
Alas! from hence there's no retreating,
Alas! to them there's no return!
Still the leak is gaining on us!
Both chain-pumps are choked below:
Heaven have mercy here upon us!
For only that can save us now.

O'er the lee-beam is the land, boys,
Let the guns o'erboard be thrown;
To the Pumps come ev'ry hand, boys,
See! our mizen mast is gone.
The leak we've found it cannot pour fast;
We've lighten'd her a foot or more;
Up and rig a jury fore-mast,
She rights, she rights, boys! wear off shore.

Now once more on joys we're thinking,
Since kind Heaven has sav'd our lives;
Come, the can, boys, let's be drinking
To our sweethearts and our wives.
Fill it up, about ship wheel it,
Close to our lips a brimmer jog;
Where's the tempest now, who feels it?
None!—all danger's drown'd in grog!

ODE

On the First of June 1794.

DID not furious Anarchy
Fill but late the vaulted sky;
Did She not exulting stand,
Shaking wild her horrid brand?
"Earth," the vaunting fury cried,
"Earth, and all her kings allied,
Shrink before my withering flame,
Trembling at my potent name:
Whilst yon Island scorns my power,
Doom'd to fall, and this the hour:
Albion's prostrate at my feet,
Conquer'd by my Gallic fleet,
My bold, my terrible, my great!"

On a rock of awful height,
Freedom stood in all her might;
And, as the British line appeared,
Thus the sons of Freedom cheered:
"Gaul hath dar'd my Naval Arm,
"Shake her soul with dire alarm;
"Mark upon the swelling tide
"The proud Republic dares to ride;
"Let The Maniac Nation see
"What it is to meet the Free,
"By Justice arm'd, and led by me."

Who shall wear the laureate wreath,
Who shall chaunt the Hymn of Death?
Hark! inspir'd with patriot fire,
Songs of victory swell the lyre:
"Gallia's pride has found its doom,
"Sunk beneath the stormy womb
"Of their own Biscay's rolling flood,
"Which wide display'd—a Sea of blood!

" Low beneath its whelming wave
" Threat'ning plunderers found their grave;
" Gaul at ev'ry vein has bled,
" Horror struck, and fill'd with dread.
" Round the victor's temples bind
" All that charms th' aspiring mind:
" Veteran chief! receive the lay,
" Thus The Bards their homage pay;
" For now upon the briny tide,
" Britannia's Fleets unconquer'd ride."

BILLY MOOR.

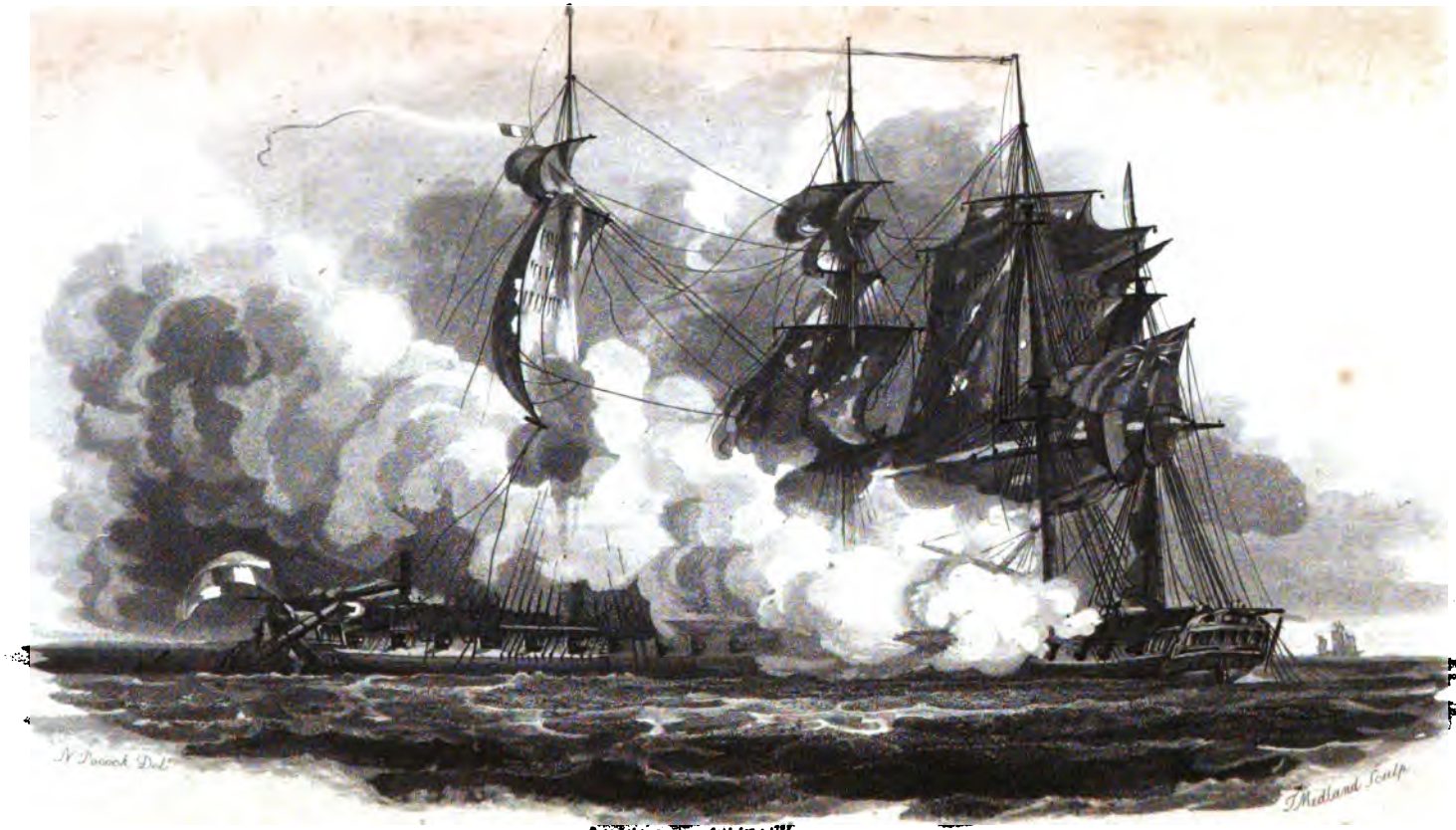
AN honest Tar, and fresh from sea,
With heart just where it ought to be,
Thus hail'd young BILLY MOOR:
" What cheer, my lad?—Misfortune's gale,
Hath torn, I see, thy tatter'd sail,
For thou art wreck'd, and poor."

The simple Boy his story true
Told, with a blushing sweetness too,
Then heav'd an heart-sick sigh!—
" But God is good, though man's unkind;
Pass on!—my sufferings never mind,
He soon will let me die!"

Jack's heart with manly feeling yearn'd,
More than his purse in pocket burn'd,
And that for once was cramm'd;
First wip'd the spray from either eye—
" Die, Messmate!"—was the Tar's reply,
" If thou do'st, I'll be ————.

Bear up! I have thee safe in tow,
I'll fit thee strait to face The Foe,
And cope with death, d'ye see!"
He had him rigg'd—the next spring-tide;
His locker full, and well supply'd,
Bore Billy Moor to Sea.

When there, The Boy, with grateful heart
Applauded, play'd his stated part,
And scorn'd to flinch, or run;
But oft would bless the happy day
That bore him from distress away
To serve Jack Mizen's gun.



Capture of the Cleopatra by the Nymphe.

EXPLANATION OF PLATE XVIII.

THIS View represents the Engagement between the Nymphe, 32 guns, 250 men, and the Cleopatra French frigate, 40 guns and 320 men, at the time when the Cleopatra, being disabled and unmanageable by the loss of her tiller and mizen mast, fell on board La Nymphe. The Nymphe by this means falling athwart hawse of the Cleopatra, boarded her from the quarter-deck, and struck her colours. The view is supposed to be taken from the eastward, and on the Nymphe's larboard quarter. The wind was from the N. W. to N. N. W. and squally. A lugger happened to heave in sight at the close of the action, which is introduced.

We gave so ample an account of this spirited action in our Historical Memoir* of Naval Transactions, that we refer our readers to it, as more explanatory of the annexed design; in which the situation of the respective ships is accurately described, from the report of officers then on board. The Nymphe, Captain Pellew, had the honour of taking the first frigate that was captured from the enemy, in the present war.

PHILOSOPHICAL PAPERS, AND USEFUL NAVAL PROJECTS.

DESCRIPTION OF A MACHINE FOR PUMPING VESSELS AT SEA WITHOUT THE LABOUR OF MEN.

OF all the hydraulic machines invented by the ingenuity of man, the pump is the most useful, both on shore, and on board; and although, in appearance, the mechanism is simple, yet, on investigation, we find the principles abstruse and refined;—hence no wonder that its progress towards perfection should have been slow, and its improvement still occupying the attention of the ablest mechanics of the present day. The following contrivance, by Mr. Richard Wells, was communicated about two years ago to the *American Philosophical Society*; and probably some of our naval readers may suggest improvements to it, by means of applying to the apparatus a similar power, as the wind vanes of a mill.

An Account of the Machine contrived by Mr. Wells.

When a vessel at sea springs a leak which cannot be discovered, instead of exhausting the crew with continual working at the pumps,

* Vol. i. p. 426.

they may form, with very little trouble, a machine to discharge the water, which will work itself, without any assistance from the hands on board.

Let a spar, or spare top-mast, be cut to the length of eight or ten feet, or more, according to the size of the vessel; mortice four holes through the thickest end, through which run four oars, fixing them tight, exactly in the middle; to the four handles of the oars nail on four blades (made of staves), the size of the other ends, which will form a very good water-wheel, if the oars are strong. Then fix into the opposite ends what is commonly called a crank; the iron handle of a grindstone will suit extremely well; if that is not to be had, any strong bar of iron may be bent into that form, wedging it tight to prevent its twisting round. Then nail up a new pair of chaps on the fore part of the pump for a new handle to be fixed in, which will point with its outer end to the bow of the vessel; this handle will be short on the outside, but as long on the inside as the diameter of the bore of the pump will admit, in order that the spear may be plunged the deeper, and of course make the longer stroke. The handle must be long enough to have a slit sawed up it, sufficient to admit a stave edgeways, which must be fastened with a strong or iron pin, on which it may work; the lower end of the stave must be bored, to admit the round end of the crank. Then fix the shaft with the oars (or arms) over the gun-wale on two crotches; one spiked to the gun-wale, and the other near the pump; cutting in the shaft a circular notch, as well to make it run easier by lessening the friction, as to keep the whole steady. A bolt must be fixed in each crotch, close over the shaft, to keep it from rising; as soon as the wheel touches the water it will turn round, and the crank, by means of the stave fixed on its end, will work the handle of the pump. If the bore be four inches, and the piston or spear moves eighteen inches at a stroke, it will discharge 220 cubic inches of water; and, admitting the arms of the wheel to be six feet from the centre, it will turn round about 146 times in a mile, or 730 times in an hour, when the ship sails five knots, which is equal to nine hogsheads. If the surface of the water in the hold be fifteen feet from the nozzle of the pump, a man can raise in an hour, with common working, about thirty-eight hogsheads; this far exceeds the work performed by the wheel, but the calculation is made on pumps of the common size; I would therefore propose that all vessels should carry larger pumps, the advantage of which will appear from the following table:

A 4-inch bore will discharge *per* hour, sailing at the rate of five knots, - -	9 hogsheads
5-inch, - - -	14$\frac{1}{2}$ ditto

6-inch,	-	-	-	20¼ hogsheads
7-ditto,	-	-	-	28¼ ditto
8-ditto,	-	-	-	37 ditto

Hence we find, that a pump of eight inches bore will discharge with the wheel nearly the same quantity that a man commonly raises. If both pumps be set to work by the crank, double the quantity, or 74 hogsheads, will be discharged; but if a cog wheel, of about three feet ten inches, with fifty-one cogs, be fixed on the end of the shaft or axis, and the crank be passed through a trundle or lantern wheel, of about two feet diameter, with thirteen rounds, to work with the axis parallel to the deck, and fixed to the pumps, in the manner used by brewers and distillers, the crank will make about four turns to one revolution of the great wheel, and of course deliver 296 hogsheads per hour; yet, as the resistance made by the pumps will in some measure impede the motion of the wheel, it will not turn at the rate of 730 times in an hour; for which suppose a deduction of one-third, which is certainly a great allowance, the quantity then discharged per hour is about 200 hogsheads, which is more than equal to the constant work of five men. Thus if a vessel, sailing at the rate of five knots, delivers 200 hogsheads per hour, equal to five men's work,

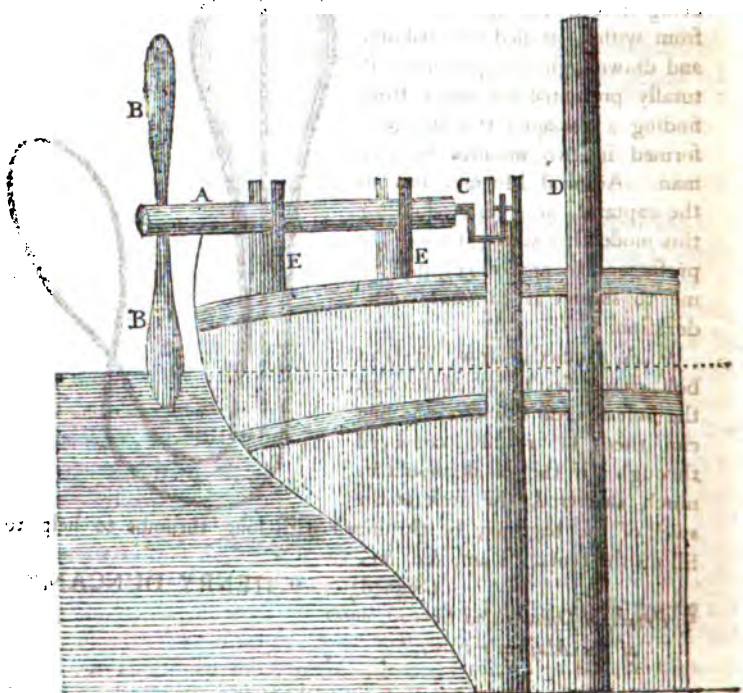
6 knots is 240,	-	equal to 6 ditto.
7 knots 280,	-	equal to 7 ditto.
8 knots 320,	-	equal to 8 ditto.

I am aware of many objections that will be suggested. In the first place, it will be said, that pumps of eight inches bore will be too large to be worked by the strength of men, when the wheel cannot be applied. I answer, that no more force is required to discharge a gallon of water at a stroke from an eight-inch bore, than from a four-inch bore; as the short end of the lever or handle to the eight-inch bore need not be above a quarter part of the length of the four-inch, which will give a purchase to the sailor at the long end of the lever, sufficient to raise the piston or spear a quarter the height of what is required in a four-inch bore; for a piston moving three inches in an eight inch bore, and twelve inches in a four-inch bore, will deliver just about the same quantity of water. It will be farther objected, that in stormy weather, when vessels generally make the most water, the wheel could not be put overboard. I own there is some force in this objection; but if a remedy is beneficial in some cases, though not adequate in all, it ought not to be totally rejected. Many leaks happen at sea in moderate weather, and even those which are occasioned by damage in a storm, often continue when the waves are abated. Sailors are fre-

quently unhappily washed overboard, and possibly those who may have survived the storm are too few, and too weak, to keep the ship clear of water, and perform the other necessary duties on board; in such cases this machine would be evidently useful. It may also be urged, that the wind at such time may be so much a-head, that the ship cannot make way enough through the water to work the pumps: to which I reply, that when life is in danger, and death stares the affrighted crew in the face, the port of destination is not to be considered, but the vessel must be steered for that shore which best suits the working of the pumps, and keeping her above water.

I would therefore propose, that every vessel should not only have pumps of eight inches bore, but be provided with a shaft, crank, and proper wheels, which might easily be stowed away in little room, as the paddles of the water wheel may be unshipped; and the whole may be procured at a small expence.

A. top mast, or shaft of the wheel. B B oars, or arms of the wheel. C crank. D pump. E E props on the deck to support the shaft.



TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Naval Hospital, Yarmouth, Aug. 12, 1799.*

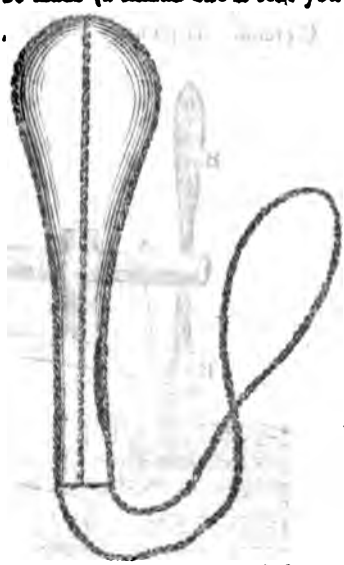
PERCEIVING that the plan of your laudable publication is to blend amusement with utility; that while it is open to every species of information, which it dispenses with the greatest liberality, it is more particularly adapted to the maritime; I shall, therefore, without further exordium, transmit the following copy of a letter, which I presume may be consistent with your design, and acceptable to many of your readers. I am, Sir,

Your most obedient humble servant,

A. G. NAUTICUS.

"GENTLEMEN, *Halifax Yard, Jan. 17, 1795.*

"SOME time since observing a hole in the remains of the Pembroke's bottom that resembled a shot hole, the water flowing into it being higher on the outside than within, I thought of an easy method for stopping it, supposing it to be a shot hole; for which purpose I caused a bag * to be made (a similar one is sent you by this conveyance), which, by being forced through the hole from within, stuffed with oakum, and drawn tight into the hole, it totally prevented the water from finding a passage; this was performed in two minutes by one man. Admiral Murray, and all the captains, so readily adopting this mode after seeing it tried (in preference to any other) induces me to submit it to your consideration.



"A gunner's crow, or iron bolt, should first be forced through the hole to clear splinters, the bag can then be readily conveyed through; if the plank should be much shattered, the neck at the swell of the bag may be thrumbed with long thrumbs to help to fill up the rents. I am, &c. &c.

(Signed) "HENRY DUNCAN."

"*Principal Officers and Commissioners of his Majesty's Navy.*"

* See the figure in the margin.

Gazette Letters.

ADMIRALTY OFFICE, MAY 18.

Copy of a Letter from Vice Admiral Dickson, to Evan Nepean, Esq. dated on board his Majesty's Ship Monarch, off the Texel, the 14th inst.

Herewith I transmit, for their Lordships' information, a letter from Lieutenant Searle, commanding the Courier hired cutter, acquainting me of his having captured the Ribotteur French schooner privateer, on the 13th instant.

SIR, *Courier, off the Texel, May* 14, 1799.

Having received orders from Captain Cobbe, of his Majesty's ship Glatton, to proceed from Yarmouth Roads, and put myself under the command of Captain Sotheron, of the Latona, I left Yarmouth on the 11th instant, and on the morning of the 12th I observed a brig in the act of capturing a merchant sloop, about eight or nine leagues off Winterton: I immediately made all sail, and at half past one brought her to close action, proving to be a French privateer of 16 guns, of six and nine pounders. We continued in close action an hour and forty minutes, when, after every exertion being used, her superiority of sailing, together with having the advantage of the wind, she accomplished her escape, though, I flatter myself, in that shattered state as to render her incapable of continuing her cruise. We continued in chace of her till midnight, when it came on thick and foggy weather, we lost sight of her. At day-light in the morning, we perceived a vessel in the north-east; supposing it to be the brig we had previously engaged, again made sail: at eight came up with and captured the Ribotteur French schooner, of six 3 pounders, two of which were thrown overboard in chace, and 26 men, which we found to be in concert with the brig above mentioned. I have to observe, that, at the time of my engaging the brig, a lugger privateer was then laying at some distance to leeward, but shewed no inclination to assist the vessel we were then engaging.

I have the pleasure and satisfaction to inform you, that no men could have acted with a greater spirit of gallantry than all on board the Courier; and have particularly to mention Lieutenant Campbell, of the Latona, and Lieutenant Glanvill, of the Ranger, for their great assistance during the whole of the engagement, as well as Messrs. Trescott and Campbell, mates of the Latona, and Mr. Willis, Mate of the Ranger.

I am sorry to add, we had five men wounded; but have every reason to believe the enemy suffered considerably more.

I have the honour to be, Sir, &c.

T. SEARLE.

Archibald Dickson, Esq. Vice Admiral of the Red, &c.

ADMIRALTY OFFICE, MAY 25.

Copy of a Letter from Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated on board the Queen, in Port Royal Harbour, April 15, 1799.

SIR,

CAPTAIN OTWAY, of his Majesty's ship Trent, having acquainted me, by his letter of the 30th of last month, with his having succeeded in cutting out a ship and schooner then lying in a small bay to the northward of Cape Roxo, under the protection of a five-gun battery, I have the honour to enclose herewith a copy of the said letter for the information of the Right Honourable the Lords Commissioners of the Admiralty, and am to desire you will be pleased to communicate the same to their Lordships; and further acquaint them, that, since my letter of the 10th of February, the squadron under my command have taken or destroyed eight armed vessels, and 67 merchant vessels of every description, as per enclosed list. I likewise enclose a copy of a letter from Captain Vesey, of the Amaranthe, for their Lordships' information.

I am, Sir, &c.

H. PARKER.

Trent, at anchor off the West End of Porto Rico, March 30, 1799.

SIR,

I have the honour to inform you, that having discovered a Spanish ship and three schooners in a small bay about seven leagues to the northward of Cape Roxo, I sent the boats under the command of Lieutenants Belchier and Balderston, and covered them with the Sparrow cutter; the vessels being in shoal water, close in shore, and under the protection of a five-gun battery.

Lieutenant M'Gee, with his party of marines were landed, and some seamen under the orders of Lieutenant Belchier, who immediately stormed the battery, bayonetted five, and wounded several, and effectually destroyed the guns, &c.

The ship and schooner were in the mean time boarded and brought out by the boats: the other two schooners were scuttled by the enemy. Great praise is due to Lieutenant Wylie, for his spirited conduct in the Sparrow, as likewise the officers and men of his Majesty's ship employed on this service. I am happy to add, only two seamen and one corporal were wounded on the occasion.

R. W. OTWAY.

A List of Armed Vessels captured and destroyed by his Majesty's Squadron under my Command, since the 12th of February 1799.

By the Maidstone—A French schooner privateer, of 10 guns and 79 men, taken.

By the Acquillon—A French schooner, pierced for 16 guns, 8 mounted, coppered, with a cargo of coffee for Europe, taken.

By the Surprise—A French schooner privateer, of 5 guns (pierced for 10), and 60 men, named Le Lione, taken.

By La Prompte—The Urea Caraodora, a Spanish ship, of 1300 tons burthen, commanded by a lieutenant (pierced for 26 guns), mounted 12 six-pounders, copper sheathed, quite new; loaded with ship timber for the Navy Yard at Havannah, set fire to and burnt near the Matanzas.

By the Rattler—A French ship, pierced for 16 guns, 10 mounted, and 42 men, taken.

By the Lark—A French schooner privateer, captured. A Spanish latine vessel, of 1 six-pounder and 2 swivels, taken.

By L'Amaranthe—Le Vengeur French schooner privateer, of 6 guns and 50 men, taken.

A List of Merchant Vessels captured and destroyed by the Squadron under my Command since Feb. 12, 1799.

By the Queen, 1 taken; by the Hannibal, 2 taken; by the Thunderer, 2 taken; by the Renommée, 1 taken; by the Trent and Sparrow, 4 taken, 2 destroyed; by the Maidstone, 2 taken; by the Aquilon, 5 taken; by the Alarm, 1 taken; by the Surprize, 6 taken; by the Squirrel, 5 taken, 1 destroyed; by the Jamaica, 2 taken; by the Carnatic, Maidstone, and Greyhound, 4 taken; by the Regulus and Swallow, 2 taken; by the Swallow, 1 taken; by the Diligence, 7 taken; by the Lark, 7 taken; by the Rattler, 3 taken; by the Pelican, 4 taken; by La Legere and Pelican, 1 taken; by the Albicore, 1 taken; by the Serpent, 2 taken; by the Merlin, 1 taken; by L'Amaranthe, 2 taken.

Total—64 taken, 3 destroyed.

H. PARKER.

L'Amaranthe, at Sea, East End of Jamaica, bearing S. S. W. 25 Leagues, Six P. M. April 13, 1799.

SIR,

I have the pleasure to inform you, that I this day captured Le Vengeur French schooner letter of marque, mounting six four-pounders, after a long chace S. W. and a brave resistance of an hour and eight minutes, nearly within pistol shot; in which his Majesty's sloop under my command had one quarter-master killed, and three seamen slightly wounded. By the best account I can get, she had 36 men on board, including passengers, of whom 14 were killed outright, and five wounded, one of whom is just dead, and another not likely to live. She was from St. Jago de Cuba, bound to Jeremie, with a cargo of flour, in a

very fine copper-bottomed schooner, capable of mounting ten carriage guns, nearly new, and sails uncommonly fast; and was a privateer last cruise.

E. VESEY.

Sam. Miles, quarter-master, killed.

Joseph White, Piers Johns, George Montgomery, wounded.

ADMIRALTY OFFICE, MAY 25, 1799.

Copy of a Letter from Captain Charles Wollaston, Commander of his Majesty's Sloop Cruizer, to Evan Nepean, Esq. dated at Yarmouth, the 23d inst.

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that St. Abb's Head bearing north, on the 21st inst. at 11 A. M. I discovered two luggers to the southward, to which I gave chace, but the weather being very unsettled and hazy, I could only discern them at times, they being well to windward; and finding in the intervals of clear that we headed them fast, I took the advantage of tacking, and had the satisfaction of seeing them nearly a-head when the weather cleared up; and about half past four P. M. were nearly within gun-shot of them, when a sudden gust of wind from off the shore carried away our fore-topmast, and with it the maintop gallant-mast; this obliged me to bring-to for some time to clear the wreck, which being accomplished I made what sail I could, and was thereby enabled to keep sight of them until nine P. M. when finding they steered a course directly along the shore, I continued standing to the southward all night, having during the night got up another top-mast, and refitted the ship. At day-light in the morning, Scarborough Castle bearing W. half N. three leagues, I discovered one of them about eight miles to leeward, to which I gave chace, and, after a chace of six hours, captured her. She proved to be the Dent Freres, Captain Jacques Bellet, of 14 guns (12 of which she threw overboard during the chace), and 50 men, belonging to Calais, sailed from thence on the 16th of April last, and has been cruising ever since. The lugger (the captain informs me) in company with him the day before, was the Tippoo Saib, of 12 guns, and having thrown all her guns, boat, &c. overboard during the chace, has gone either to France or Norway. Having twenty-six men away in prizes, and fifty prisoners on board, I judged proper to come into this port, the wind being northerly, to land the prisoners, and shall, as soon as possible, repair to my station.

CHARLES WOLLASTON.

ADMIRALTY OFFICE, MAY 28.

Copy of a Letter from Vice-Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq. dated the 26th instant.

SIR,

INCLOSED herewith is a letter I have received from Lieutenant Richard Young, commanding his Majesty's hired armed cutter Ann, stating his having captured L'Aimable Therese, a small French lugger privateer, carrying four carriage guns and 27 men; which letter you will be pleased to lay before their Lordships. I am, Sir, &c.

SKEFF. LUTWIDGE.

SIR, *Downs, May 26.*

In obedience to your orders of the 23d instant, I proceeded with his Majesty's hired armed cutter, Ann, under my command, for the protection of the fishery off Folkstone. I last night weighed with five boats; at eight P. M. saw a lugger, and gave chace; after a running fight of two hours, I came up with and captured her; she proves to be L'Aimable Therese, of four carriage guns and 27 men.—I am, &c.

R. YOUNG.

Extract of a Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, March 8, 1799.

Herewith I transmit you a letter from Lieutenant George Miller, late acting commander of his Majesty's sloop Transfer, giving an account of the capture of a small French privateer. I am, &c.

ST. VINCENT.

MY LORD, *Transfort, at Sea, Feb. 28.*

I have the satisfaction to inform your Lordship, that on the 11th instant, I captured off Ayamonte the French privateer l'Ecommateur, carrying three six pounders, and 34 men. I have the honour to be, &c.

Right Hon. Lord Keith. GEORGE MILLER.

ADMIRALTY OFFICE, JUNE 1.

Copy of a Letter from Captain John Clements to Evan Nepean, Esq. dated at Leith, May 29, 1799.

SIR,

YOU will be pleased to inform my Lords Commissioners of the Admiralty, that La Ruse French lugger privateer, mounting 14 guns, and carrying 60 men, arrived here this day; she was taken on the 20th instant, off the Scaw, by his Majesty's sloop of war Kite, on her return with the convoy from Elsineur. I am, &c. JOHN CLEMENTS.

ADMIRALTY OFFICE, JUNE 3.

BY advices which have been received it appears that the Childers brig and Success frigate had joined the British squadron under the orders of Vice-Admiral Lord Keith, in the Bay of Cadiz, on Friday the 3d of May, with information of the sailing of the French fleet from Brest, and the Spanish squadron from Ferrol; that the morning of the following day the Brest Fleet, consisting of thirty-three ships of war, had appeared off Cadiz, and that his Lordship, wishing rather to meet the enemy under sail than receive him at anchor, with the Spanish fleet of twenty-two sail of the line in view, at anchor to leeward, and at no greater distance than seven or eight miles, had got under sail with his squadron, consisting of fifteen sail of the line, to give battle to the enemy, and stood off and on from the port of Cadiz; that during the course of that day the French fleet, though ships were sent to reconnoitre had nearly approached the British squadron, had made no attempt to attack it or form a junction with the Spanish fleet; and that on the morning of the 5th the wind, which had blown fresh all the afternoon of the preceding day, with cloudy weather, increasing to a perfect storm, and blowing right on the shore, he had lost sight of the enemy, excepting four ships of the line which had separated, and which he had endeavoured ineffectually to cut off.

That his Lordship had continued on his station till the 9th, when he proceeded with his squadron off Cape Spartel, and having reason to believe that the enemy had passed the Straits, proceeded on the 10th into Gibraltar Bay, where he is supposed to have anchored on the same day.

It also appears by advices from Gibraltar of the 9th of May, that the Childers brig had joined Lord St. Vincent on the 4th; that his Lordship had, in consequence, taken the necessary means for apprising the Commander of his Majesty's ships of the enemy's approach, and had made his arrangements with a view to collecting his force and pursuing the enemy, which had passed the Straits, and proceeded up the Mediterranean in the afternoon of the 5th.

An account has been received, that the squadron under Rear Admiral Whitshed, consisting of five ships of the line, was off the Tagus on the 16th, and from the state of the wind would be likely to reach the Bay of Gibraltar on the 18th.

ADMIRALTY OFFICE, JUNE 15.

Extract of a Letter from Admiral the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Gibraltar, April 27, 1799.

SIR,

HEREWITH I transmit you, for the information of my Lords Commissioners of the Admiralty, the copy of a letter from the Right Honourable Lord Mark Robert Kerr, Captain of his Majesty's ship Cormorant, to Rear Admiral Duckworth, giving an account of the capture of a Spanish corvette.

ST. VINCENT.

SIR, *March 19, Columbretes, W. N. W. 7 Leagues.*

I have the honour to acquaint you, that having parted company with his Majesty's ship Centaur on the 16th instant, in chace of a Spanish frigate, I

proceeded to the Rendezvous; and on the 19th, perceiving a brig to leeward, I gave chace, and after four hours brought her to.

She proved to be a Spanish brig of war, named El Vincelo, mounting 18 six-pounders on her gun-deck, and 6 brass four-pounders on her quarter-deck, and two on her forecastle, and having 144 men on board. During her chace she threw six of her six-pounders overboard.—I have the honour to be, &c.

M. R. KERR.

Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels at Cork, to Evan Nepean, Esq. dated on board the Polyphemus, Cork Harbour, June 8, 1799.

Please to lay before my Lords Commissioners of the Admiralty, the enclosed letter which I have received from Capt. Twysden, of his Majesty's ship La Revolutionnaire, informing me of his having captured La Victoire French brig privateer from Bayonne. This prize arrived here yesterday, was captured in lat. 48 deg. 30 min. and 19 deg. long. West, and left La Revolutionnaire going in quest of a large ship privateer, which she had gained information of.

SIR, *La Revolutionnaire, at Sea, May 30.*

I have the honour to inform you, that this evening, after a chace of eight hours, his Majesty's ship under my command captured La Victoire French brig privateer, mounting 16 nine-pounders, and 160 men; out nine days from Bayonne, fitted for a three months cruize, but had not taken any thing. La Victoire is a very fine new vessel, and sails remarkably fast.

I have the honour to be, &c.

THO. TWYSDEN.

Copy of a Letter from the Hon. Henry Curzon, Captain of his Majesty's Ship Indefatigable, to Evan Nepean, Esq. dated at Sea, the 31st. ult.

SIR,

I beg you will inform their Lordships, that I have fallen in with and captured the French privateer brig La Venus, mounting 12 four and two nine-pounders, and manned with 101 men, out nine weeks from Rochefort; she had captured the schooner Clarence, from Lisbon, bound to London; and a ship from Lisbon, bound to Hamburgh, laden with salt.

I have the honour to be, Sir, &c.

H. CURZON.

ADMIRALTY OFFICE, JUNE 22.

Extract of a Letter from Captain Sir William Sydney Smith, to Mr. Nepean, dated Tigre, off Tripoly, in Syria, the 2d of April 1799.

I BEG leave to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of my Report to the Right Honourable the Earl of St. Vincent, of the late events in this quarter.

MY LORD, *Tigre, off St. John d'Acre, 23d March 1799.*

I have the honour to inform you, that in consequence of intelligence from Gezar Pacha, Governor of Syria, of the incursion of General Buonaparte's army into that province, and his approach to its capital, Acre, I hastened with a portion of the naval force under my orders to its relief, and had the satisfaction to arrive there two days before the enemy made his appearance.

Much was done in this interval under the direction of Capt. Miller, of the Theseus, and Colonel Phelypeaux, towards putting the place in a better state of defence, to resist the attack of an European army; and the presence of a British naval force appeared to encourage and to decide the Pacha and his troops to make a vigorous resistance.

The enemy's advanced guard was discovered at the foot of Mount Carmel, in the night of the 17th, by the Tigre's guard boats: these troops, not expecting to find a naval force of any description in Syria, took up their ground close to the water-side, and were consequently exposed to the fire of grape shot from the boats, which put them to the route the instant it opened upon them, and obliged them to retire precipitately up the side of the Mount. The main body of the army, finding the road between the sea and Mount Carmel thus exposed, came in by that of Nazareth, and invested the town of Acre to the east, but not without being much harassed by the Samaritan Arabs, who are even more

inimical to the French than the Egyptians, and better armed. As the enemy returned our fire by musquetry only, it was evident they had not brought cannon with them, which were therefore to be expected by sea, and measures were taken accordingly for intercepting them; the Theseus was already detached off Jaffa (Joppa). The enemy's flotilla which came in from sea fell in with and captured the Torride, and was coming round Mount Carmel, when it was discovered from the Tigre, consisting of a corvette and nine sail of gun vessels; on seeing us they hauled off. The alacrity of the ship's company in making sail after them was highly praise-worthy; our guns soon reached them, and seven, as per inclosed list, struck; the corvette, containing Buonaparte's private property, and two small vessels escaped, since it became an object to secure the prizes without chacing further; their ca goes, consisting of the battering train of artillery, ammunition, platforms, &c. destined for the siege of Acre, being much wanted for its defence. The prizes were accordingly anchored off the town, manned from the ships, and immediately employed in harassing the enemy's posts, impeding his approaches, and covering the ship's boats sent further in shore to cut off his supplies of provisions conveyed coastwise. They have been constantly occupied in these services for these five days and nights past; and such has been the zeal of the crews, that they requested not to be relieved, after many hours excessive labour at their guns and oars. I am sorry to say that we had met with some loss, as per inclosed list, which, however, is balanced by greater on the part of the enemy, by the encouragement given to the Turkish troops from our example, and by the time that is gained for the arrival of a sufficient force to render Buonaparte's whole project abortive. I have had reason to be perfectly satisfied with the gallantry and perseverance of Lieutenants Bushby, Inglefield, Knight, Stokes, and Lieutenant Burton, of the Marines, and of the petty officers and men under their orders.

I have the honour to be, &c.

Right Hon. Earl St. Vincent. W. SYDNEY SMITH.

List of the Gun Vessels composing the French Flotilla bound from Alexandria and Damietta to St. John d'Acre, taken off Cape Carmel by his Majesty's Ship Tigre, Commodore Sir Sydney Smith, K. B. the 18th March 1799, at Eight o'Clock P. M. after a Chace of three Hours.

La Negresse, of 6 guns, and 53 men.
La Fondre, of 8 guns, and 52 men.
La Dangereuse, of 6 guns, and 23 men.
La Maria Rose, of 4 guns, and 22 men.
La Dame de Grace, of 4 guns, and 35 men.
Les Deux Freres, of 4 guns, and 23 men.
La Torride taken in the morning of that day and retaken) of 2 guns, and 30 men.

Total—7 gun-boats, 34 guns, and 238 men.

These gun-boats were loaded, besides their own complements, with battering cannon, ammunition, and every kind of siege equipage, for Buonaparte's army before Acre.

W. S. SMITH.

N. B. The Marianne gun-boat was taken previously, and the transport, No. 1, subsequently by the Tigre.

Return of the Killed and Wounded in the Boats of his Majesty's Ships the Tigre and Theseus, and in the Gun Vessels employed against the French Army before Acre, from the 17th to the 23d March 1799.

Tigre—Mr. Arthur Lambert, Mr. John Goodman, and Mr. John Gell, midshipmen, and 8 seamen, killed; 20 seamen wounded, of which 8 are among the 20 prisoners.

Theseus—Mr. John Carra, midshipman, killed; John Waters, midshipman, and 6 seamen, wounded.

Total—4 midshipmen and 8 seamen, killed; and 1 midshipman and 26 seamen, wounded.

On board his Majesty's Ship Tigre, before Acre, March 23, 1799. W. S. SMITH.

N. B. The officers, petty officers, and seamen employed on this service were volunteers. The dead bodies of Mr. Gell, and Peter M'Kircher, seaman, which fell into the hands of the enemy, were buried by them with the honours of war.

Copy of a Letter from the Right Hon. Lord Keith, Vice Admiral of the Red, to Evan Nepean, Esq. dated on board the Barfleur, off Cadiz, April 27.

SIR,

I have the honour to inclose a copy of a letter received from Captain Hope, of his Majesty's ship Majestic, announcing his having destroyed a French ship privateer, mounting 16 long guns and carronades, which I have also communicated to the commander in chief.—I have the honour to be, &c.

KEITH.

MY LORD, *Majestic, April 6.*

I have the honour of informing your Lordship, that a French ship privateer, coppered, and mounting 16 long guns, carronades, was yesterday drove on shore by his Majesty's ship Majestic and Transfer brig, under cover of a fort a few leagues to the eastward of Velez Malaga, where, finding it impossible to get her off, she was destroyed by the boats of the Majestic, under the command of Lieut. Boger.—I have the honour to be, &c.

GEO. HOPE.

ADMIRALTY OFFICE, JULY 2.

Copy of a Letter from Mr. W. Le Lacheur, Commander of the Cutter private Ship of War the Resolution, to Evan Nepean, Esq. dated at Guernsey, the 20th ult.

SIR,

I DEEM it my duty to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the 25th of May, in lat. 43 N. long. 16 W. I fell in with and captured the French schooner privateer La Vigie, of 14 long four-pounders, and 71 men, belonging to Bourdeaux, last from Corunna, from which place she had been out 8 days, and had taken nothing: the vessel is quite new, coppered, and was completely fitted for a three months cruise.

I have the honour to be, &c.

W. LE LACHEUR.

Copy of a Letter from Captain Graham Eden Hamond, Commander of his Majesty's Ship Champion, to Evan Nepean, Esq. dated in Yarmouth Roads the 1st inst.

SIR,

I beg leave to enclose, for the information of my Lords Commissioners of the Admiralty, a copy of a letter I have written to Lord Viscount Duncan, and have the honour to be, &c.

G. E. HAMOND.

SIR, *Champion, Yarmouth Roads, June 30.*

I beg leave to inform your Lordship, that on the morning of the 26th inst. being off the Dudgeon, a brig was observed from his Majesty's ship under my command, boarding two merchant vessels to leeward. After a chace of three days and two nights I had the satisfaction to capture the Anacreon French privateer, commanded by Citizen Blanckeman, belonging to Dunkirk, of 16 guns, and 125 men, 74 of whom were away in prizes she had made this cruise. She is almost a new vessel, sails remarkably fast, is copper-bottomed, and seems fit for his Majesty's service. I feel myself very happy in this capture, as she has been a great annoyance to the trade on the Northern coast.

I have the honour to be, &c.

Admiral Lord Duncan. G. E. HAMOND.

ADMIRALTY OFFICE, JULY 6.

Copy of a Letter from Vice Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated at Port Royal Bay, Martinique, May 17, 1799.

SIR,

YOU will be pleased to acquaint their Lordships, that the following merchant vessels belonging to the enemy have been captured by the ships and vessels of his Majesty's squadron under my command, as against their several names expressed.

By the Bittern—The Spanish ship Amistad letter of marque, from Giejon in Spain, bound to Guira, laden with wine, brandy, &c.

By the Lapwing—Two French schooners, La Revanche and L'Aimable, the former from St. Thomas and the latter from St. Bartholomew's, bound to Guadaloupe, laden with dry goods, provisions, &c.

By the Concorde—The French schooner La Recherche, from Guadaloupe to St. Thomas, with sugar and coffee.

By the Southampton—The French schooner Caroline, from St. Domingo to St. Thomas, with coffee.

By the Pearl—The Dutch schooner Maria, from Curasoe to Surinam, with salt.

By the Victorieuse—A small Spanish schooner from Margaritta to the Oronoque, with salt.

You will further acquaint their Lordships, that since my letter to you of the 8th September last, three British and twelve American vessels, of different denominations, have been recaptured, and fourteen vessels under neutral colours, detained on suspicion of having enemy's property on board, by the squadron under my command.—I have the honour to be, Sir, &c.

HENRY HARVEY.

ADMIRALTY OFFICE, JULY 6.

Extract of a Letter from Lord Viscount Duncan, Admiral of the White, &c. to Evan Nepean, Esq. dated on board the Kent, off the Texel, July 4, 1799.

I ENCLOSE, for their Lordships' information, a letter I received yesterday from Captain Winthrop, of his Majesty's ship Circe.

MY LORD, *Circe, at Sea, June 29.*

Having received information that several Dutch gun-vessels were lying at the back of the Island of Ameland, and Captains Temple and Boorder, of his Majesty's sloops Jalouse and L'Espeigle having very handsomely volunteered their services to cut them out, I ordered the boats of his Majesty's ships named in the margin * to proceed under their command on the night of the 27th inst. for that purpose, and anchored with the ships as near the shore as possible, in readiness to afford every assistance in my power.

I am sorry to say it now appears that the gun-vessels had previously shifted their birth with the ebb-tide, and were lying a-ground when the boats got in, at a place where it was impossible to get near them. The officers and men were therefore ordered to cut out as many vessels from the Wadde as it might be practicable to bring away, and I have the satisfaction to add, they succeeded in getting out twelve, without a man being killed or wounded, though the enemy annoyed them as much as possible from their batteries. Six of the vessels have valuable cargoes, and were bound to Amsterdam; the others are in ballast.

I have the honour to remain, &c.

R. WINTHROP.

ADMIRALTY OFFICE, JULY 16.

Extract of a Letter from Captain Griffiths, Commander of his Majesty's Ship Diamond, to Evan Nepean, Esq. dated at Spithead, the 12th inst.

ON the 20th ult. the Revolutionaire captured l'Hippolite French letter of marque, from Cayenne, bound to Nantes, and in lat. 46 deg. N. and long. 24 deg. W. we recaptured the brig Margaret, from Greenock bound to Savannah, who had been taken but a few hours before by the Determine French ship privateer then in sight; and which, after a chace of 14 hours, was captured by the Revolutionaire. I have brought her to pithead: she is a very complete vessel, sails uncommonly fast, and is well calculated for his Majesty's service: she is pierced for 24 guns, mounts 18 brass twelve and nineteen pounders, and had 163 men on board when taken.

* Circe, Jalouse, Pylades, L'Espeigle, Tysphone.

Engagements

BETWEEN PRIVATEERS AND MERCHANT SHIPS, &c.

Copy of a Letter from Captain John Watts, of the American Ship Planter, dated off Dover, July 15.

"I SAILED from Hampton Roads, June 18th, in company with The Ship Merchant, loaded by J. Brown, of Richmond, and consigned to Lamb and Younger, London, bound for your place. We, outsailing her much, lost sight of her the same day. Nothing particular occurred for 24 days: but when in the lat. of 49. 2. and long. 17. 30. on the 10th day of July, at two P. M. espied a lofty ship to the southward in chace of us. By her appearance we were all fully convinced she was an enemy, and being likewise certain we could not outsail her, at four P. M. had all ready for action, down all small sails, up courses, spread boarding nettings, &c. At half past five P. M. we backed our maintop-sail, and laid by for her, all hands giving her three cheers; she then bore down under our starboard quarter, fired one gun into us, and shewed National colours; we found her to be a privateer of 22 guns, twelves, nines, and sixes, with small arms in the tops, and full of men. We immediately rounded to, and gave her a broadside, which commenced the action on both sides; the first broadside we received cut away all our halyards, top-sheets, and braces, and killed three men on the quarter-deck. We kept up a constant fire for two glasses and a half, when she steered off to repair damages; and in about one glass returned to board us, with his bloody flag hoisted: we were all in readiness to receive him, got our broadsides to bear upon him, and poured in our langrishe and grape shot with great success. A heavy fire kept up on both sides for three glasses this second time; in all, the engagement continued firing for five glasses; at last he found we would not give out, and night coming on, sheered off, and stood to the south-west. His loss, no doubt, was considerable, as the last two glasses we were so nigh each other, that our fire must have done great execution. My ship's company acted with a degree of courage which does credit to the flag. I cannot help mentioning the good conduct of my passengers during the action: Mr. M'Kennon and Mr. Hodgson, with small arms, stood to their quarters with a degree of noble spirit; my two lady passengers, Mrs. M'Dowell and Miss Mary Harley, kept conveying the cartridges from the magazine to the deck, and were very attentive to the wounded, both during and after the action, in dressing their wounds, and administering every comfort the ship could afford, in which we were not deficient for a merchant ship.

"When he sheered off, saw him heaving dead bodies overboard in abundance. Our ship is damaged in the hull; one twelve-pound shot under the starboard cat-head, splintered the sides much; one double headed shot through the long-boat; sails, rigging, spars, prodigiously injured. We had four killed, and eight wounded.

"The force of the Planter was 12 nine-pounders and 6 six-pounders—43 men."

Extract from a Letter relative to the above Action.

"Mrs. Macdowall, and Miss Mary Harley, who lately distinguished themselves so much in the gallant defence of The Ship Planter, of Liverpool, against an enemy of very superior force, off Dover, are now at Whitehaven. These ladies were remarkable, not only for their solicitude and tenderness for the wounded, but also for their contempt of personal danger, serving the seamen with ammunition, and encouraging them by their presence. The merchants of that town have accordingly acknowledged their services in the handsomest manner, and have also instituted an enquiry for the parents of one William Aickin, a native of that town, who was killed in the action, after signalising himself in the most exemplary manner. Early in the conflict he received two wounds, one of which almost separated his hand from the arm, notwithstanding which, without any other assistance than the application of some styptic, and a bandage by Mrs. Macdowall and her companion, he returned to his station and

continued his exertions in defence of the ship, till he fell in a manner covered with wounds, from a broadside too successfully directed by the adversary. He was then carried below, where he expired in a few minutes, after requesting Mrs Macdowall to convey his duty to his parents, and to let them know that "he died in a good cause."

The owners of the Earl St. Vincent schooner, belonging to Falmouth, have received accounts from Capt. Smith, her commander, of a very gallant action fought between her and two French privateers, supported by four large Spanish gun-boats, about six leagues S. S E. off Cape Spartel, on the 28th of June last. Capt. Smith, on finding he could not weather them, at first bore down on the two headmost, which proved to be French privateers, mounting from 8 to 12 guns, and having from 60 to 80 men each, in hopes of being able to disable them before the gun-boats could get up; but this he could not effect; for, after a close action of about an hour, the gun-boats came up, and the whole commenced a heavy fire of great guns and musquetry upon him. Finding it useless to contend with such superior force, he ordered his stern and quarters to be cut, and made a battery of his stern chace, from which he kept up a constant fire on the enemy, making at the same time all the sail he could to reach Tangier Bay, which he did, after an action, in the whole, of five hours and a quarter. The Earl St. Vincent carries eighteen guns, four and six-pounders, and forty men. She had no men killed, and only three wounded.

The following intelligence is communicated to us by a gentleman who went out passenger in the ship Benson, Capt. Croasdale, for Jamaica:—"At daylight in the morning of Thursday the 6th December last, St. Kitt's N. N. E. about 18 leagues, we descried two vessels on the starboard bow, which at eight we could plainly discover to be a ship and a brig, under a press of sail, standing towards us; at half after ten the latter past us about a mile a stern, under American colours, standing to the southward; and the ship, which we could by this time observe to be a vessel of force, upon our weather quarter, coming up with us fast, under English colours: at a quarter before eleven she fired a shot at us, and shewed the tri-coloured flag, when we in studding-sails, and lay-to for her coming up, prepared to give her a warm reception; at eleven the action commenced, within pistol shot of each other, and continued without intermission till about thirty minutes past twelve, when the firing ceased, and both vessels, which had been quite ungovernable, lay-to for the purpose of refitting.

"At twenty minutes past one, the action again commenced, and continued till about a quarter past two, when our opponent hauled his wind to the southward, and left us in such a crippled state in our rigging, masts, and sails, as to be unable to follow. Fortunately no lives were lost in the contest, from the excellent quarters our wood hoops afforded, and the enemy chiefly aiming to disable us aloft. A neutral vessel we spoke the same evening, informed us the ship we had engaged was a national corvette, lately from France, and that she mounted twenty nine pounders, and was manned with 170 men; this was afterwards corroborated by a gentleman, a prisoner at that time on board, who got down to Jamaica shortly afterwards, and says that they had twelve killed, and ten wounded."

The Townley, of Liverpool, was, on the 4th of July, captured by a French privateer, of 14 guns, which took out her crew, except Mr. W. Atkinson, the chief mate, and John Overton, and put six men on board her. On the 7th, Mr. Atkinson, assisted by Overton, took an opportunity to fasten three of the Frenchmen below, and attacked the rest; the prize master fired his pistols without effect, and fell in the conflict, when his men submitted; and on the 14th, the two English took their ship safe into Viola Sound in Shetland.

MONTHLY REGISTER

OF

Naval Events.

HISTORICAL MEMOIR.

Extract from the Letter of a Correspondent, giving a more correct and full Account of the Attack on the Isle of Aix than has yet appeared.

"*At Sea, off the Isle of Oleron, July 25.*

"ON Monday evening, July the first, Rear Admiral Pole, in the Royal George, with three bombs, their tenders, and several small cutters, joined the squadron under Admiral Berkeley, off the Isle of Rhe. An attack having been ordered by the Admiralty to be made on the Spanish squadron in Basque Roads, under the protection of the Isle of Aix, Admiral Pole, on Tuesday morning, July 2d, having sent the bombs, &c. ahead, under the orders of Captain Keats, of the Boadicea, with the St. Fiorenzo and Urania frigates, bore up with his squadron, consisting of the Royal George, Sans Pareil, Venerable, Renown, and Robust, for the Pertuis d'Antioche. The morning was thick and rainy, so that it was not till the squadron was nearly abreast of the Tour de Chasiron, on the northern point of the Isle of Oleron, that the enemy discovered it. At eleven o'clock, the squadron came to anchor in Basque Roads, in a line of battle; at which time the weather cleared up, and shewed us the enemy between four and five miles off, moored in a line ahead, extending from the Isle of Aix towards a shoal that runs nearly parallel to the Isle of Oleron, between which and the island was stationed a floating mortar battery. The Spanish squadron consisted of the San Real Carlos, 100 guns, the admiral's ship; four two deckers, one of which was of 80 guns, and a frigate, which was the nearest to the Isle of Aix, and the admiral the farthest.

"The bombs, and frigates, proceeding under the orders of Captain Keates, were judiciously anchored by that able officer within reach of the shells from the floating battery; and shortly afterwards, by the assistance of springs on their cables, opened their fire on the Spanish admiral, who finding his shot fall short of our ships, veered away his cable, and increased his distance so much, as to render all the efforts made, during three hours, to set him on fire with carcasses, ineffectual. The wind about this time dying away, and the enemy having brought forward a great many gun-boats, the admiral thought it expedient to recal our force:—a distant fire was kept up by the gun-boats until six o'clock; a full hour longer than it was possible to do us any injury. In the evening the squadron got under weigh, and stood out to sea, through the Pertuis d'Antioche, no damage having been done by the operations of the day, as it is believed, on either side. No question, Mr. Editor, can remain on the feasibility of more being done; our force was sufficient to have reduced the Spanish squadron; but even in that event it would not have been practicable to have brought them away, or even all our own ships, without reducing the Isle of Aix, which is as strong as the best engineer the French had in 1782, could render it. The interior work, or citadel, is elevated considerably, and has many guns mounted on the new manner, *en barbet*, by which they are worked without danger, as was shewn off Corsica; where one gun only disabled two of our line of battle ships. Had this battery been in the same state as when Lord Howe attacked it in 1757, no difficulty could have occurred. This the Admiralty seem to have been well aware of, as the admiral, by his orders, was only permitted to anchor in Basque Roads.

"Fire vessels might probably have been employed with success, had they been sent in without the squadron."

Extract of a Letter from an Officer on board his Majesty's Ship Argo, dated Port Mahon, May 29, 1799.

"We are just returned from Algiers, where we have been to negociate with the Dey for a supply of fresh provisions for the army and navy at Minorca.—Capt. Bowen was so much in favour with the Dey and Regency there, that he procured the freedom of six poor fellows, British subjects, that had been confined in slavery upwards of 14 years; they are now on board, enjoying the blessings of true liberty, serving their king and country, and have requested me to get their names inserted in some of the English newspapers, that their friends, if any living, may know they are now happy, and comfortably situated.—Before we came away, the Dey, as a further mark of his friendship for Capt. Bowen, requested him to accept of a rich Turkish sabre, and two fine Arabian horses:

Names.	*Age.*	*Place where born.*
George Hog	42	Pontefract, Yorkshire.
James Robinson	39	Lancaster.
John Reid	32	Kirklethe, Scotland.
John Foley	32	Dublin, Ireland.
James Little	35	Mullangar, ditto.
Raphael Starico	35	Gibraltar."

Letters from Stockholm, dated July 12, state as follows:—"On account of the depredations which Swedish merchant ships have, contrary to the law of nations, suffered, and with which they are still threatened, the King of Sweden has determined to take such measures as shall in future protect the trading vessels of his kingdom, in the North Sea; and he has accordingly resolved to fit out convoys that shall accompany those vessels as far as Cape Finisterre. These convoys will begin to sail in August from Marstrand. The king has, in conjunction with the Court of Denmark, adopted measures by which the North Seas will in a short time be freed from privateers of every kind. The ministers of the respective Courts have been ordered to notify this circumstance to the Court of Great Britain, and to the French and Batavian Republics.

On the royal review of the Yeomanry Cavalry, and Volunteer Infantry of the county of Kent, at the seat of Lord Romney, on the first of August, a transparency was exhibited at the Mitre Coffee House, Maidstone, opposite the Town Hall, representing *The Goddess of the Sea*, riding upon the waves, and pointing to her fleets at a distance under sail: her left hand supported a shield with this inscription:

> And long may our Navy, Old England protect,
> Its laws, constitution, and king.

Admiral Sir Alan Gardner, in consequence of ill health, which has since considerably increased, struck his flag on the first of August, and went to Bath. The anxiety of mind which this gallant officer experienced from the precarious state of some of Lord Nelson's prizes, particularly that of the Conquerant, Captain George Clarke, during their passage from Lisbon, has been assigned as the cause of Admiral Gardner's indisposition.

August 8. Sir Edward Berry paid a visit to Guildhall, where he was met by several of the Aldermen and the West India Dock Committee, and conducted into the great Council Chamber.—Mr. Chamberlain of London immediately waited upon him with the Vote of the Common Council, emblazoned in gold letters; and having made a very appropriate speech, upon the great services which he had performed for his king and country, at the glorious battle of the Nile, said that the City of London, desirous of celebrating the magnanimity of one of its citizens, had directed him, in his official capacity, to desire his acceptance of the freedom in a box of gold.

Sir Edward received the present with great politeness, and then proceeded to the office of the Chamberlain to have his name enrolled.

The following is a list of the FRENCH and SPANISH Fleets which sailed from Cadiz on the 21st ult. for Brest, and entered that harbour on the 13th.

FRENCH.

	Guns		Guns
L'Ocean	120	Revolution	74
Republicain	110	Cisalpine	74
Terrible	110	Duquesne	74
Invincible	110	Fougeux	74
Indomptable	98	Redoubtable	74
Formidable	98	Constitution	74
Tyrannicide	80	Jean Bart	74
Dix d'Aout	80	Convention	74
Jemappe	80	Gaulois	74
Batave	80	Tourville	74
Zele	74	Montblanc	74
Jean Jacques	74	St. Sebastian	74
Watigny	74		

Five frigates, 3 corvettes, 1 brig, 2 luggers, 2 schooners, and 1 cutter.

SPANISH.

	Guns		Guns
Conception	118	St. Jaquin	74
Prince Louis	118	Conquestador	74
Prince Austurias	118	St. Pauls	74
Regla	118	Bahama	74
Mexicana	118	Pelago	74
St. Anna	112	St. Elmo	74
Neptune	80	Asis	74
Guerrero	80	Pablo	74
Oriente	74	Souveraine	74

Five frigates, 1 corvette, and 3 brigs.

The following Proclamations were published by the *French* and *Spanish* Admirals, previous to their leaving Carthagena:

"LIBERTY. EQUALITY.

"In the name of the French Republic.

"In the Road of Carthagena, on board the Admiral's Ship the Ocean, dated the 24th June, in the 7th Year of the French Republic, Eustace Bruix commanding the French Naval Forces.

"Frenchmen and Republicans,

"At last, united with our faithful Allies, we approach a period in which we shall punish England, and relieve all Europe from its tyranny. Although I have no doubt, my brave friends, of the sentiments which you have professed, I feel myself bound to call upon you to give proofs of their sincerity by every means in your power. Recollect that it is for the interest of your country, and for your own honour, to give to a nation whom we esteem the highest opinion of us. That word alone is sufficient for Frenchmen. Do not, above all, forget that you are come among a just and generous people, and our most faithful ally—respect their customs, their usages, their religion; in a word let every thing be sacred to us. Think the least departure from that which I am now prescribing to you will be a crime in the eyes of the Republic, and it will be my duty to punish it. But, on the contrary, I am convinced that you will give me an opportunity of praising your conduct, and that will be the greatest recompence I can receive.

"E. BRUIX."

SPANISH PROCLAMATION.

"A great interest commands the junction of the naval forces of the King, my master, with those of the French Republic. This natural, this happy alliance, is the only curb which can restrain the plan which England has always formed of tyrannizing over the seas. There is no reason to apprehend that

our fleets will not shew themselves in a manner worthy of the two Great Nations. The principle of a good alliance is fraternity and reciprocal esteem, and they are implanted in the hearts of Spaniards and Frenchmen, as has appeared on many occasions, particularly in the war from 1779 to 1783. It cannot, therefore, be necessary for me to recommend good order to you. Nevertheless, for the purpose of greater security, I exhort all the crews to preserve discipline. My confidence in the worthy admirals who command under me, in the captains and officers, and in the discipline and valour of the soldiers and sailors, promises me the most happy success to the two fleets.

(Signed) "MASSAREDO."

"*On board the Conception, in Carthagena Roads, June 24, 1799.*"

The Court of Spain, by permitting its Navy to enter the port of Brest, may bid adieu to having any further command over it during the present war.—Nothing can be a more convincing proof of the weakness of the court, and the perfidy of its ministers, than this base surrender of its power to an ally who is more feared than trusted.

Journal of the Proceedings of his Majesty's Fleet under the Command of Lord Keith, in Pursuit of the Combined Fleets.

"On the 23d of June Earl St. Vincent found himself obliged, from his bad state of health, to resign the command of the fleet to Lord Keith.

"On the 26th of July the fleet anchored in Tetuan Bay, the wind being W. S. W. to W. N. W. With the first spirt of wind from the eastward we weighed, but on the 28th and 29th were becalmed at the back of Gibraltar. The Queen Charlotte, by much exertion of towing, and by some favourable flaws of wind, got into Gibraltar.

"In the morning of the 30th, at two o'clock, the wind came to the eastward. The Queen Charlotte instantly weighed, and the whole fleet passed the Gut in the course of the day.

"We heard nothing of the combined fleets until we came off Cape Finisterre, where, on the 8th of August, we boarded a Danish brig, who informed us she had passed through the combined fleet on the 6th.

"On the 9th we were joined by his Majesty's ship Stag, who had seen them nearly about Cape Ortegal, on Sunday the 4th, standing with a fresh breeze to the N. E. This information banished every idea of our being able to overtake the enemy.

"On the 10th, we sent off dispatches to England. On the 12th, we sounded in 100 fathoms, Ushant bearing at noon, E. by N. eighty miles.

"On the 14th Sir Edward Pellew was detached to look into Brest.

"When Lord St. Vincent quitted the fleet, and returned to Mahon, leaving Lord Keith off Rosia Bay, the Spanish fleet were in Carthagena. Some thousands of troops were assembled at Majorca, and we every day expected to hear that Minorca was attacked. Lord St. Vincent immediately dispatched three different vessels to Lord Keith, and all three joined him off Cape Dell Mell, within six hours of each other. That same morning Lord Keith had received good intelligence respecting the French fleet being at anchor in Vado Bay, from a brig that had been in the Bay the preceding evening; but as Minorca was threatened, his Lordship was obliged to bear up, and stand for Mahon. The French finding the coast thus cleared for them, ran for Carthagena, and joined the Spaniards. When Minorca was judged to be safe, we stood away for the eastward again, not knowing of the junction formed in Carthagena, and meanwhile the Combined Fleets made a run through the Gut.

"No human foresight could prevent this unfortunate junction. The enemy had infinitely the advantage of us in point of intelligence. So expeditious and correct indeed was their informatson, that their fleet knew exactly where we were, if any of our ships ever appeared off their coast, by means of their telegraphs, and we had only the observations made by our own ships to trust to."

Lord Keith, after every endeavour of six weeks to fall in with the enemy, which was attended with much fatigue and anxiety of mind to the whole fleet,

had the mortification to reach Brest but a few hours after the entry of the enemy into that harbour. His Lordship afterwards sailed for Torbay, and anchored on the 17th with the following ships:

Queen Charlotte	Repulse	Impetueux
Prince	Formidable	Glory
Dragon	Terrible	Pompée
Montague	Marlborough	Namur
Gibraltar	Defiance	Captain
London	Bellona	Canada
Neptune	Warrior	Edgar
Superb	Ville de Paris	Barfleur
Centaur	Triumph	St. George

And several frigates.

EARL ST. VINCENT.

Aug. 18. This gallant Officer landed in the Dock-yard at Portsmouth this day, and went to the house of Sir Peter Parker, where his Lordship was waited on by the mayor, aldermen, and burgesses. On this occasion he was addressed by the Reverend George Cuthbert, our very worthy chief magistrate, as follows:

MY LORD,

Impressed with the most grateful sense of the high services rendered to our country by the glorious victory obtained by the fleet under your command over that of the enemy, on the 14th of February 1797, the mayor and aldermen of this borough elected and appointed your Lordship a burgess of this ancient corporation. They now take the earliest opportunity to shew their high esteem and regard, by congratulating you on your safe return, sincerely wishing your Lordship may be speedily restored to health, that your country may again be benefited by fresh victories obtained by the fleet entrusted to your Lordship's command."

To which his Lordship was pleased to return the following answer:

I am very happy on this occasion to repeat the sense I entertain of the great honour done me by the mayor and aldermen of the borough of Portsmouth, in electing and appointing me a burgess of their ancient Corporation, and in assuring them, that I shall be ready on all occasions to promote the interest of the borough. I return you many thanks for your congratulations on my return to England, and kind wishes for the speedy recovery of my health, which, if it please God to restore, the remainder of my life will be devoted to the service of my King and Country."

Earl St. Vincent has now been absent six years, and in that period no commander ever acquired more naval glory.

We understand that the petition of the Russia merchants in England, for leave to import the produce of Russia into this kingdom in neutral vessels, has been granted for a limited time. The reason for this application is said to be, that Captain Popham was gone to Russia, with powers to engage all the British ships he possibly could, for the purpose of bringing from Russia the troops in the pay of England; it was therefore thought proper to grant the petition, fearing there might not be English ships sufficient in the Baltic to bring the hemp, flax, deals, &c. that is requisite for the consumption of this country.

An experiment has lately been made on board the Vengeance, lying at Spithead, of an invention for the filtration of water. The machine occupies no greater space than a common filtering stone, and gave a gallon of pure water in two minutes, or 720 gallons in 24 hours.

PLYMOUTH REPORT,

FROM JULY 20 TO AUGUST 7.

July 20. WIND W. Cloudy. Orders came down this day for all the frigates to get ready for sea to cruise to the westward. Arrived the Philadelphia, of Alexandria, Symonds, with sundries, bound to Liguera, taken in May by a French privateer, and recaptured by the Cerberus, 32 guns, Captain Macnamara. The French, as usual, plundered the vessel of several articles; and she also retaptured the General Prescot, from Smyrna for London, and sent them for Ireland.

21. Wind S. E. Fair. Arrived the Havick, of 18 guns, with a convoy from the Downs. Sailed the Galatea, 32 guns, Captain Byng, for Ireland, and the Volcano bomb, with a convoy for the Downs. The Naiad, 38 guns, and Childers sloop of war, on a cruise. In consequence of orders from the Admiralty, the Melpomene, Proselyte, Unicorn, Pomone, and Nereide frigates, sailed for Cork and Waterford, to take in troops for the Downs.

22. Wind S. W. Brisk gale; heavy rain. Came in the Amelia, 44 guns, from a cruise, and Golla and Elizabeth, Dane, from Villa Nova; Lydia, Henderson, from New York, taken by a French privateer, and retaken by the Boadicea frigate. Came in the Juno, from Dantzig, for Nantz, detained by the Fowey cutter, Lieutenant Danby. Railleur sloop of war, and Spider cutter, from a cruise. Sailed for Ireland the Indefatigable, 44 guns, Captain Curzon.

23. Wind S. W. Cloudy. Blows a gale. Arrived from Oporto, the Triton, with wines, taken by a French privateer, and retaken by the Kangaroo, 18 guns, Captain Bruce. Sta. Delonzera, and Maria, Inglas, from Oporto, with loss of anchors and cables.

24. Wind S. Cloudy. In consequence of two expresses to Admiral Sir T. Paisley, the Railleur sloop of war was dispatched off the Isle of Aix to Vice Admiral Pole. The Lydia and James, both recaptured by the Boadicea, 38 guns, were taken by La Bourdalois, French privateer, of 24 guns and 200 men. She is a most complete vessel from Bourdeaux, and is remarkably well equipped.

25. Wind W. S. W. Rain. Arrived the Two Brothers, Drew, with 500 ankers of spirits, taken by the Spider schooner, Lieutenant Harrison. Sailed the Childers sloop of war, and Swan cutter. Passed up the valuable East India, Jamaica, Lisbon, and Oporto fleets, worth several millions, under convoy of the Europa, Andromache, and Jamaica, men of war.

26. Wind S. W. Cloudy. Arrived the London Packet, armed ship, Lieutenant Fegow, with a convoy, for Milford Haven. Sailed for the Downs the Romulus, 36 guns. Arrived with dispatches a King's messenger to Admiral Sir T. Paisley, Bart. Arrived from Waterford the Nereide, 36 guns, Captain Watkins, with part of the 29th regiment on board from Waterford for the Downs. She parted company in the Channel with the Melpomene, 44 guns, and Proselyte, 36, with the remainder of the 29th regiment on board. In the evening the Nereide sailed for the Downs, and the latter frigates passed this port. Sailed the Voltiguer, 18 guns, Captain Shortland, to the eastward.

27. Wind E. Hard rain. Letters from the Haarlem, Captain Burlton, states that a heavy firing was heard on the 8th instant, near the straits of Gibraltar, lasted seven hours, from four to eleven, A. M. This cannonade, so much talked of, proves since to have been a desperate action fought between two Spanish men of war, and an Algerine xebeque of inferior force; the latter, after a very well fought action, was captured by the Spanish men of war, though she lost one half her crew. The Spaniards suffered severely. By letters from Gibraltar, from which this account comes, it appears that the Penelope cutter, Lieutenant Hamlyn, dispatched by Earl St. Vincent to get intelligence of the fleets, fell in with and beat off a Spanish royal brig of 16

guns; but the Penelope, being much disabled, and becalmed, fell an easy prey to a Spanish frigate. Unfortunately Lieutenant H. had on board the Penelope 8000l. in dollars, the produce of two prizes captured some days before, and which he had not time to land before he was ordered to sea from Gibraltar.

28. Wind N. W. Cloudy. Came in the Minerva, of Exeter, with wines for this port. She spoke a large fleet off the Lizard, all well, supposed the Leeward Island fleet homeward bound. Also the Charlotte, of Fowey, with wines, both from Oporto. This day Vice Admiral Sir A. Gardner, Bart. took under his command the Achille, 74 guns, in consequence of which the 50 bullocks shipped for Vice Admiral Pole's fleet were all re-landed by Mr. Alders at Devil's Point, for the use of the navy here. Arrived from a cruise off Ushant, the Fowey cutter, Lieutenant Danby. She spoke the Arethusa frigate, Captain Worley, having on board his Royal Highness the Duke of Kent, all well on Friday last off the Lizard.

29. Wind N. W. Cloudy. Letters from the Success, 32 guns, Captain Peard, dated Minorca, state in the highest terms the great gallantry of Lieutenant P. Facey (native of this town) first lieutenant of the Success, who with Third Lieutenant Stupart, Lieutenant Davison of marines, his brother officers, and brave seamen and marines, 42 in number, in three boats, in the harbour of La Selva, in the attack and capture of a Spanish polacre of 10 guns and 113 men, which proves very valuable, being richly laden with Turkey cotton, silks, &c. from Genoa to Barcelona. The cool, determined bravery of a young midshipman of the Success, Mr. Pomeroy Peter, a youth of fifteen years of age, third son of Hoblyn Peter, Esq. of Cornwall, deserves, with the conduct of many other gallant fellows, to be recorded. Mr. Peter was one of the first that boarded over a high close netting on the waist of the polacre, and had nearly been killed by a Swiss soldier, who was levelling his musket at him, but Lieutenant Davison of marines shot him in the mouth, when Mr. Peter pushing in, pike in hand, soon finished him; the other gallant fellows soon followed, amidst a shower of grape and canister from the polacre, several gun boats, and two batteries. They were quickly in possession of the polacre; but so great was the rage of the seamen and marines at finding Lieutenant Stupart and their comrades in arms so badly wounded, it was with difficulty they could be restrained, before the colours were struck, from executing signal vengeance. When she did strike, British humanity soon convinced the astonished Spaniards that when resistance ceased enmity was at an end. The gallantry of a marine, who had his right arm broke by a grape shot, deserves to be mentioned: on being asked by Lieutenant F. if his right arm was not disabled, nobly answered, "Yes, it was; but, thank God, though he could not pull a trigger with his right, he could handle a cutlass with his left hand;" and in this disabled state the poor fellow actually boarded and was very active with his comrades in carrying the vessel. A gallant exploit this, as Earl St. Vincent emphatically says, is equal to any naval enterprise, in his Lordship's opinion, recorded in the naval history of Great Britain.

30. Wind N. W. Fair. Arrived from Ireland the Magnanime frigate; also, with the loss of her main and foretop-mast, le Venturien, 18 guns, Lieutenant Burdwood. She went between the island and main to refit.

31. Wind S. W. Rain. Went into dock the St. Joseph, 112 guns, and Hoche, 74, to repair.

Aug. 1. Wind S. W. Rain. Arrived from a cruise the Indefatigable, 44 guns, Honourable Captain Curzon, and Nimrod cutter, with dispatches from Vice Admiral Pole, dated off the Isle of Aix.

2. Wind S. W. Fair. Arrived the Louisa armed brig from the Straits. Passed up for Torbay from Rochefort the squadron under Vice Admiral Pole. Arrived from the Bay of Biscay the Suffisante, 16 guns, Captain Whitmore. This day Vice Admiral Gardner struck his flag on board the Royal Sovereign, 110 guns, in Cawsand Bay, and went to Bath for the recovery of his health. Arrived from the Isle of Aix the Railleur, 16 guns, Captain Rapner, she was dispatched to recal Vice Admiral Pole, on account of the combined fleets having passed the Straits.

3. Wind S. W. Rain. Arrived from Sierra Leone the Viper cutter, Lieutenant Pingelly, after a short passage. As she ran down the coast, Lieutenant P. found the settlements very healthy. Arrived express from off Cadiz, the Triton, 36 guns, Captain Gore, with an account of the combined fleets having sailed from Cadiz the 21st ult.—44 sail of the line and frigates. Captain Gore dodged them for three days, and dispatched the Emerald, 32 guns, to Gibraltar, to apprize Earl St. Vincent of the circumstance. The Triton was chaced by a Spanish 74, but escaped by fast sailing.

4. Wind S. W. Violent gale, with rain. Arrived the Winst and Forlast Swedish ships, with large masts, timber, &c. cleared out from Stockholm for Leghorn, but stopped near Ferrol by the Fishguard, 48 guns, Captain T. B. Martin, and sent in here; but in the gale of wind she parted her cables and went on shore under the citadel, and bilged. Her cargo may be saved, but the ship will be most probably lost.

5. Wind S. W. Cloudy. Arrived from Portsmouth in Cawsand Bay the Temeraire, 98 guns, Rear Admiral Sir J. B. Warren, Bart. to join the squadron there. She was five days beating down Channel.

6. Wind E. S. E. Rain. Arrived Le Voltiguer, 18 guns, Captain Shortland, with a detained Swedish ship. The Clyde, 36 guns, Captain Cunningham; Diamond, 38, Captain Griffith; and Fowey cutter, Lieutenant Danby, are ordered to sail on a secret expedition, supposed off Brest, to watch the motions of the combined fleets. The Diamond is hourly expected from Portsmouth. Arrived from Torbay to refit and victual, the Renown, 74 guns, Captain Bertie.

7. Wind W. Fair. Sailed for the Downs La Suffisante, 14 guns, Captain Whitman. The Cambridge, 84 guns, Vice Admiral Sir T. Paisley, Bart. this day warped down the harbour near Passage, for the conveniency of making signals. Arrived the Speedwell schooner from a cruise; Diamond, 38 guns, from Portsmouth; Naiad, 38 guns, Captain Pierrepoint, from a cruise.

8. Wind W. Rain. Sailed with secret orders the Clyde, 38 guns, Diamond 38, and Fowey cutter, on a cruise to the westward. Also Le Voltiguer, 18 guns, Captain Shortland, on a cruise. Sailed for Torbay the Royal Sovereign, 110 guns, Cæsar 84, and Achilles 74, to join the fleet collecting under Lord Bridport.

9. Wind W. Rain. This morning an express arrived from Falmouth from Lieutenant Hanky to Vice Admiral Sir T. Paisley, stating the arrival there of the Lady Harriet packet, Captain Dillon, in ten days By her was learned that on Monday the 30th ult. the Rock of Lisbon bearing W. S. W. distance 14 leagues, she fell in with 43 sail of men of war, and five cutters. The cutters chased the packet, but as she altered her course in the night she escaped. The last time Captain Dillon saw the combined fleets. They were steering N. N. W. upon a wind.

10. Wind W. S. W. Fair. Arrived La Voltiguer, Captain Shortland, she spoke a Prussian last night W. of the Edystone. The master of which informed him that he was brought to on the 1st of August by a frigate, one of the combined fleet's, 45 leagues N. W. of Lisbon, steering N. E. the winds rather light and scanty. Captain S. immediately made for this port. Sailed for Torbay the Temeraire, 98 guns, Rear Admiral Sir J. B. Warren, Bart. Russel 74, and Ramilies 74.

11. Wind S. E. Hard rain. Arrived with dispatches from Lord Keith, the Telegraph, 16 guns, Lieutenant Corsellis.

12. Wind S. W. Fair. No arrivals.

13. Arrived the Spider schooner from a cruise; also the Stag frigate, Captain York, with a detained American. Arrived a cutter from Lord Keith, dispatched off Rochefort to recal Vice Admiral Pole's squadron; but he was safe in Torbay. Sailed for the Downs Le Voltiguer, 18 guns, Captain Shortland, with the fleet.

14. Wind E. Fair. No arrivals.

15. Wind S. W. Blows a hard gale. All last night it blew an hurricane at S. W. but this morning the wind shifted to the W. and is now moderate. The men of war made it out very well, having struck yards and topmasts. Arrived the Inconstant troop ship from Liverpool, and the Swift cutter, with the loss of her topmast, rudder, and bowsprit, in the gale of last night, Swan cutter, and Constitution cutter from a cruise. Arrived the Nymphe, 36 guns, Captain Frazer, from off Brest, with the account of the combined fleet being safe in Brest. Captain F. set off express for the Admiralty with the above account.

16. Wind S. W. Passed by for Torbay Lord Keith, with 32 sail of the line, and several frigates.

17. Wind S. W. Rainy. Arrived the Sophia, from Gottenburg for Barcelona; also the Cecilia Sophia, last from Nantz to Malaga, sent in by the Fishguard, 48 guns, Captain T. B. Martin. The Toivo, from Teneriffe, in damage, having experienced several very heavy gales of wind. Expresses arrived from Torbay to expedite the victualling of Lord Keith's fleet with fresh beef. Mr. Alder, agent to Hayter and Robson, contractors, set off express for Torbay, and had his depots of cattle drove in from round the country; and besides supplying Lord Bridport's fleet, victualled every ship of Lord Keith's with two days fresh beef on this day; the butchers killing night and day.—Consumption per day, 75 bullocks.

EAST INDIES.

A NEW LIGHT-HOUSE

Has been erected at Madras, which proves of the greatest utility for the better information and guidance of country and other vessels, as will appear by the following letter from Captain Barber, of the Gunjava, to Mr. Secretary Cassin:

SIR,

As it may prove useful to seafaring people approaching Madras Roads in the night, to know at what distance the Light-house lately erected on the Exchange may be seen, I have the pleasure to inform you, that on the 16th instant, at night, I came to anchor in 11¼ fathoms water, about two leagues to the southward of Covelong, and the weather was wet, with a thick haze; notwithstanding which, I could see the light so well, as to prove it to be a safe guide into Madras Roads, under all the disadvantages of weather already mentioned; and when I was nearly abreast of Madras, at so great a distance as 16 or 17 fathoms water, the Light-house was equally conspicuous, and enabled me not only to steer direct for the Roads, but also to chuse a safe and convenient anchoring place, which I could not have done, under those circumstances, without such a guide.

The following bearings of a shoal, lately discovered in the entrance to False Bay, have been made public by the Madras Government. It lies about five miles from the western shore, the Cape of Good Hope Point bearing S. W. ½ W. Hangklip S. E. ¼ E. Seal Island N. E. 6 N. Fulesberg W. ¼ N. Diesenberg N. ¼ W. and Grote Midthe Winkle W. depth of water before striking 40 fathoms.

The Asia struck very hard, going above four knots, and immediately on heaving the lead, had no ground, 20 fathoms; this was July 21. About a fortnight after, his Majesty's ship Trident struck on it, and the America grazed the rocks close alongside. The bearings are by compass, and were exactly the same in all the ships.

From the Bombay Courier, March 30.

On Saturday last official advices reached this Presidency from Fort William, containing the agreeable intelligence of the attack and capture of the French frigate La Forte, by his Majesty's ship Sybille, in Balasore Roads, on the 28th ult. The following is a copy of Lieutenant Hardyman's letter to his Excellency

the Hon. Lieutenant-General Sir Alured Clarke, K. B. Vice-President, &c. &c. on the occasion:

His Majesty's Ship La Sybille, Balasore Roads, March 2, 1799.

SIR,

I beg leave to inform you, that in consequence of a report that the French frigate La Forte was in the Bay, his Majesty's frigate La Sybille sailed from Madras on the 19th February, to cruise for her, and had the good fortune to fall in with her in the Roads on the 28th, when, after an action of one hour and forty minutes, during which she was totally dismasted, with very little comparative damage to his Majesty's ship, I have the satisfaction to acquaint you that she struck.

I much lament that, to this intelligence, I must add that of the death of Captain Davis, of the staff, who came a volunteer on the occasion, and who unfortunately fell early in the action; and with great regret I must also acquaint you that Captain Cook is wounded.

The number of killed and wounded on board La Forte is not yet correctly known, but it is stated to be very considerable: on board La Sybille, 3 killed and 19 wounded.

Published by order of his Excellency the Honourable the Vice-President in Council,

G. H. BARLOW, Sec. to the Government.

We have been favoured with the perusal of a letter from Calcutta, by which we are enabled to add the following interesting particulars of this important capture, as related by the commander of one of the ships taken by La Forte, who was on board of that ship at the time.

It appears that the Sybille came into Balasore Roads about nine o'clock in the evening, and observing the flashes of some guns at a distance, Capt. Cook concluded that they were those of the enemy he was looking for; under this persuasion he set them by the compass, put out all the lights in the ship that could betray his approach, and steered for the spot. About half past ten La Forte saw the Sybille, and having, when the flashes were seen, been in the act of capturing the Endeavour and Lord Mornington, country ships, was so intoxicated with his success, that little apprehending such a reverse of fortune as awaited him, he judged the discharge of another gun would add the stranger to the number of his captures; this summons, however, not being readily complied with, he fired another, and a third, by which time the ships being within hail, the Sybille was commanded to strike. Captain Cook instantaneously closed with his antagonist so effectually, that his main-yard-arm is said to have been between the enemy's main-mast and mizen-mast, and in this situation poured into him a destructive broadside of great guns and musquetry. The action then commenced, but the fire of the Sybille is said to have been so superior, that she returned nearly three broadsides for one, and with such effect, that the enemy soon sheered off and made sail, but hauling on a wind, all his masts went over the side, and she struck.

The enemy's loss is not ascertained; but as the gentleman who communicates the foregoing particulars, adds that her men were twice driven from their quarters on the quarter-deck, the destruction amongst them must have been great; of the killed he states the captain, two lieutenants, and master.

Lieutenant Hardyman, in his official letter, mentions Capt. Cook being wounded; and it is with infinite concern we find that the narrative before us closes with such a description of his wound, as to exclude all hope of his recovery: a grape shot is said to have broke both his arms near the shoulder, having passed entirely through that part of his body, so that his dissolution will be little surprise; but the regret of the service, which will thus lose one of its brightest ornaments, and of his country, thereby deprived of one of its most zealous defenders, will not be easily estimated.

La Forte is stated by another account to have mounted 54 guns, and 700 men on board when she first made her appearance; so that even allowing this number of men to be exaggerated, and the manning of her eight prizes to have reduced them by 250, she must still have had a number much superior to the Sybille's complement, so that Captain Cook's superior professional judg-

ment is as conspicuous as his gallantry, in defeating such a force with so little comparative loss in his ship.

La Forte was commanded by the famous Admiral De Serci, a pupil of Suffrein s, and certainly the most active and distinguished naval officer in the French service. While the East India Company have to rejoice at getting rid of so formidable an enemy, every man must lament the loss of a very brave officer: he had the character of great humanity towards those whom the chance of war threw into his power.

Capt. E. Cooke, who commanded I a Sybille, is likewise well known in our service. He undertook the hazardous negotiation between Lord Hood and the Magistrates of Toulon, previous to our fleet taking possession of that town and harbour.

La Forte was laid down for a 74, and is perhaps the largest and finest frigate in the world, carrying her guns four feet higher than the Victorious.

RUSSIA.

Extract of a Letter from Cronstadt, Aug. 2.

"Our countrymen who have been employed at Revel, in conducting the embarkation of the Russian troops, have been honoured with great marks of attention from the Emperor and his family.

"His Imperial Majesty requested the Nile lugger, in which Captain Popham went to Petersburgh, to be brought up close to his palace of Peterhoff, where he went on board, accompanied only by one nobleman. The lugger was immediately got under weigh, and there being a fine breeze of wind, his Majesty was highly surprised and gratified at the swiftness of her sailing. After a two hour's cruise, he was landed again at the palace, when the lugger gave him a royal salute.

"It appears the account he gave of the English vessel had greatly excited the curiosity of the rest of the Imperial Family, as next day Captain Popham was honoured with the company of the Emperor, the Empress, four princesses, and three princes, with their retinue, when they were of course treated with a sail, at which they were highly delighted, and with great condescension partook of some ship beef and biscuit. The Emperor was particularly attentive to every thing on board the lugger, visiting every part of her, and when the sailors were hoisting the sails, he insisted on helping for once to set the sails of a vessel belonging to his gracious Ally, and actually hauled the rope with the men. The Empress begged that the crew would sing "God save the King," which was instantly complied with to her Majesty's entire satisfaction.

"Captain Popham was presented by the Emperor with an elegant snuff-box set with diamonds, and with a valuable ring from her Imperial Majesty. His Majesty has likewise knighted Captain Popham, conferring on him the order of St. John of Jerusalem. Lieutenant Pratt, Captain Popham's assistant in this business, has also been presented with a gold snuff-box from the Emperor, and a handsome gold watch and chain from the Empress."

PROMOTIONS AND APPOINTMENTS.

(JULY 20 TO AUGUST 20.)

ADMIRALTY-OFFICE, AUG. 20.

THE King has been pleased to appoint the Hon. Samuel Barrington, Admiral of the White, to be General of his Majesty's Marine Forces, in the room of Earl Howe, deceased.

And also the Right Hon. Alexander Lord Bridport, K. B. Admiral of the White, to be Lieutenant-general of the said forces, in the room of the Hon. Samuel Barrington, promoted as above.

Admiral Milbanke succeeds Sir Peter Parker as port-admiral at Portsmouth. Sir Peter becomes admiral of the Fleet, in the room of Earl Howe, deceased.

Rear-admiral Payne is appointed treasurer to Greenwich Hospital, in the room of Lord Bridport.

Captain Ayscough, commander, is appointed to the command of the Blanche, at Portsmouth.

Captain Morris, late of the Lively frigate, lost off Rota Point, near Cadiz, is appointed to the command of the Melpomene.

Captain John Crispo is appointed to the command of the Resource frigate, of 32 guns, fitting for sea at Woolwich.

Captain Redbridge is appointed to the command of the Delft, of 64 guns, fitting for a troop ship at Chatham.

Admiral Mitchell, who commands the naval department of the foreign expedition, hoisted his Flag on board the Isis.—This officer's promotion was rapid through the subordinate gradations of the Service. He went out a midshipman to India, and obtained in a few years the command of a post ship, in which, from the absence of the Admiral, or Superior Officer, he acted for some time as commodore.

Captain Bayley, of the Dolphin, is promoted to the rank of post-captain, and appointed to the command of his Majesty's ship L'Alceste, in the Mediterranean.

Mr. Canes, first lieutenant with Sir Sydney Smith, is promoted to the rank of a post-captain, and appointed to command his Majesty's ship Theseus, of 74 guns.

Lieutenant Parkinson, the officer who brought home the last dispatches from Lord Nelson, is promoted to the rank of commander.

Lieutenant Charles Brome is appointed to the rank of master and commander.

The Russian ambassador received on the 5th inst. by a courier from Petersburgh, the admiral's flag for Vice-Admiral Uschakow, who is raised to that distinguished rank by the Emperor, as a reward for the taking of Corfu.

MARRIAGES.

THE 8th inst. at Edinburgh, Lieutenant Howard Douglas, of the royal artillery, son of the late Rear-Admiral Sir Charles Douglas, Bart. to Miss Anne Dundas, daughter of the late Captain James Dundas, of the Earl Fitzwilliam East Indiaman.

Lately, Captain George Sayer, to Miss Lucy Lawrence, daughter of Mr. Lawrence, storekeeper of Keyham Point.

Captain Edward Walpole Browne, to Miss Boys, daughter of William Boys, Esq. of Sandwich.

OBITUARY,

(JULY.)

THE 28th ult. at Bristol Hot Wells, where she had gone for the recovery of her health, Miss Ross, the youngest and only surviving daughter of the late Admiral Sir J. Ross, of Balnagown, Bart.

The 13th inst. aged 36, Captain James Bachop, Soho-street, Liverpool.

The 12th of August last, on his outward-bound passage, Captain John Esplin, commander of the Airley Castle East Indiaman.

In India, Captain Patrick Campbell, late commander of the Surprize.

In December last, at Calcutta, of a putrid fever, Charles Frampton, of the London Indiaman, in the 19th year of his age.

Lately, on his voyage home from the East Indies, Mr. John Bowdler, mate of the Bridgewater East Indiaman.

At Ashburton, Devonshire, Richard Hill, Esq. captain in the royal navy. He early displayed his nautical abilities in an engagement off the Dogger Bank in the last war, when the captain of the Princess Amelia, of which he was first lieutenant, being killed, he took the command, and, after a well-fought action, succeeded in defeating his Dutch opponent.

August 5. Died, in the 73d year of his age, at his house in Grafton-street, Piccadilly, the Right Hon. Richard Howe, Earl and Viscount Howe, of Langar, in Nottinghamshire; Viscount Howe and Baron Clenawley, in Ireland. His Lordship succeeded his brother George Augustus, the late Viscount, July 6,

1758. In the year 1746, he was made captain in the royal navy; in 1770, a rear-admiral; in 1775, a vice-admiral; in 1782, a full admiral of the White; and in 1796, admiral of the fleet, and general of his Majesty's marine forces. His Lordship was created an Earl for his eminent services in the year 1794, and was invested with the Order of the Garter.

His Lordship dying without male issue, his Irish honours descend to his brother Sir William Howe; the English Earldom and Viscount become extinct: his daughters and their heirs male claim the English Barony. He has long lived an ornament to his Country; and his death will be greatly regretted by the officers and sailors of the Navy.

The remains of the late Earl Howe were removed from his house in Grafton-street, for interment, to the family vault in Nottinghamshire. His Lordship's hays drew their venerable master to the grave; the cavalcade was attended by three mourning coaches, with the domestics in his service, the family carriage bringing up the rear. The burial was conducted in a private manner, without vain pomp or parade; the coffin in which his remains were enclosed was of English oak, covered with crimson velvet, and ornamented with gilt furniture. They halted last night at Stevenage, in their way to Newark.

We have been favoured with the following Extract of a Letter, dated Newark, August 22.

On Monday last, the remains of that gallant veteran Admiral Earl Howe, which had rested at Grantham the preceding evening, were brought to Langar, near Bingham, in Nottinghamshire, in order to their being deposited in the family vault at that place. It was intended that the corpse should have arrived by twelve o'clock; but owing to an accident having befallen the hearse when near Bottesford, it was near four before the mournful cavalcade reached the park gate; the procession then moved forward through the park, amidst a great multitude of people, to the house, in the following order:

A man on foot, bearing plumes of feathers on his head;
Two Mutes, on horseback, carrying two staves covered with black crape;
Neighbouring Gentlemen, and his Lordship's principal Tenants, in mourning, with black scarfs, on horseback, two and two;
The hearse, with the Body, drawn by his Lordship's six beautiful bay horses, richly caparisoned with escutcheons, &c. &c.
Three mourning coaches filled with Domestics, and each drawn by six black horses;
The whole was closed with Mrs. Wetham's carriage, of Kirklington.

In this manner they arrived at the house, when the coffin was placed upon upon two tresles, in the stone-hall, where it remained nearly an hour. It was then carried on men's shoulders to the church, the pall being borne by eight of the tenants. The funeral service was read in a very solemn manner by the Rev. Edward Gregory, Rector of Langar. The coffin, which was made of English oak (emblematical of the heart of its then lifeless tenant), and covered with crimson velvet, with very rich gilt furniture, was then placed in the vault, by the side of his brother, the Hon. Thomas Howe, who died in November 1771, with the following inscription on the plate:

RICHARD HOWE,
Earl and Viscount Howe,
Viscount Howe, and Baron Clenawley, in Ireland!
Admiral of the Fleet,
General of his Majesty's Marine Forces, and
Knight of the Most Noble Order of the Garter,
Died 5th of August,
1799:
Aged 73 years.

A dumb or mourning peal, consisting of 1080 changes, was rung at Bingham, on Sunday morning, on the above melancholy occasion.

BIOGRAPHICAL MEMOIR OF

THE LATE

ADMIRAL SIR CHARLES KNOWLES's

SERVICES IN RUSSIA,

DURING THE YEARS 1770, 1771, 1772, 1773, and 1774.

> The Wise, and Active, conquer difficulties
> By daring to attempt them:—Sloth, and Folly,
> Shiver and shrink at sight of Toil, and Hazard,
> And make th' impossibility they fear.
>
> ROWE.

OUR Biographical Memoir* of this eminent officer, pledged us, on some future occasion, to give an account of his distinguished services to the Russian Government, in forming their Marine. We have collected every original document that remained respecting so important a part of The Admiral's life:—the alliance which our country, in this day of its supremacy, has formed with a Navy, that thus arose from the skill, and experience, of a British Seaman, must give considerable addition of interest to the following relation.

In the month of October 1770, Admiral Knowles having previously solicited his Majesty's permission, through Lord Rochford, to enter into the Russian Service, received a most flattering message from the King, allowing him to *enter into the Navy of the Empress*; at the same time expressing his Majesty's high opinion of this officer's past services, and of the abilities he possessed, to execute the employment thus undertaken, with credit to his Country, and to himself.

The chief object which induced Sir Charles Knowles to leave Great Britain for the dreary and uncultivated wastes of Russia, was to enjoy an opportunity of exerting his talents; avoiding, what his ardent mind dreaded beyond any thing, the being destitute of active employ. The

* Vol. i. page 89.

Empress of Russia was at this time an ally of Great Britain: whatever assistance therefore the Admiral could afford her, under that character, was, in fact, serving Great Britain.

We were not quite correct in our Biographical Memoir, when we stated what has always been the prevailing opinion, that Admiral Knowles, on leaving England, resigned the post of Rear Admiral of Great Britain. This was in fact taken from him during his absence. His half pay also, as Admiral of the White, was stopped, after fifty years of service, when he accepted the moderate stipend of a Russian Admiral.

The only conditions which he made with the Court of Russia were, to preserve his rank, and seniority; to have an allowance for his table; and that a pension should be settled on his wife in case of his death, or return to England. The worthy Admiral, with the disinterested frankness of a British Seaman, left it entirely to the generosity of the Empress to reward his Services; nor did he, unfortunately, stipulate any sum for his pension. He was unaccustomed to the motives which actuate the worldly mind; he looked only to the national interest of a great empire, and to discharge, with fidelity, the trust which so distinguished a personage had reposed in him: and it was not, until age and infirmity made him look around for the support which declining years demand, that he first discovered it might be justly said of the Imperial Catherine, as it had been of the artful Elizabeth (of England)—*She paid nobly! but she rewarded scantily!*

Before Admiral Knowles left England, COUNT EVAN CHERNICHEW, then President of the Russian Admiralty, sent a letter respecting him, to Monsieur de Moussin Pouschin, the Empress's Plenipotentiary, then in London, from which we extract the following:—"Quant à sa troisieme demande, c'est à dire *à sa pension*, pour le cas de sa mort, ou de son retour en Angleterre; il a aussi prudement, qu'equitablement agi, en remettant à la generosité, et à la grandeur d'ame de l'Imperatrice, d'en fixer la somme. Vous pouves

non seulement l'assurer, mais même persuader, qu'elle sera parfaitement égale aux services qu'il lui rendra; il paroit même que cela *est hors de doute tant sa Magnificence est deja connu*:"—and then proceeds to inform him, that The Pay attached to the Admiral's rank, as first Admiral of The Russian Fleet, would be 3600 rubles*; and as a particular favour to him, the Empress allowed 6000 rubles for his table, and for twelve servants 753 rubles; amounting in the whole to 9753 rubles: this did not include any allowance to his secretary, who, with two clerks, were to be paid by the Crown. The salary allowed, was 300 rubles per annum; whereas Admiral Knowles gave his Secretary what was usual for officers of his rank in England, viz. 300*l.* a year.

The Russian Naval Administration, required a reform that was beyond conception. By a statement of its expenditure, drawn up in the year 1755, the arrears amounted to 4443 rubles, and 75 copecks; and in the year 1772, this sum was increased to 500,11,167 rubles, and 90 copecks.

Nor was the reform much less, which various other branches of the marine demanded. The ships, from a defect in the slips, were always crippled when launched. To prevent this in future, Admiral Knowles invented a floating slip, which joined the slip in such a manner, that when launched, The Ship continued to slide off, until she came into water deep enough to float her: when he had built The Docks at Cronstadt, this became no longer of use.

The principles of ship-building which Sir Charles followed, were entirely his own; derived from long experience, and a perfect knowledge of the subject:—they admirably answered, whenever put in practice. The model, which he carried from England, was constructed by himself on these principles, and was not, as has been supposed, the model of the old Foudroyant.

The first thing which the Admiral ordered on his arrival in Russia, was to clear the dock-yard of the dirt and rubbish,

* A ruble is four shillings, and sixpence. Vid. page 274 of these Memoirs.

which almost exceeded belief; having accumulated without any interruption, since the death of Peter the Great: it was from seven to eight feet in depth. On removing it, an excellent pavement was discovered underneath, in perfect preservation, which had been laid down by The Czar. When they began to remove the rubbish, which proved an Augean labour to our English Hercules, though, like his Grecian predecessor, he had many others equally surprising to perform,— the Admiral, on going one morning into the dock-yard, met near an hundred small carts, if they deserved the name, which were constructed with four wheels, not larger than what are used for an English wheelbarrow; on these a sort of matting was suspended by two poles, in an horizontal direction, which hung loose between them: the quantity of dirt they conveyed, was not more than what one of our wheelbarrows would hold; yet they had each an horse attached to them, with a man. As the Admiral entered the gate, he stopped one, and ordered the contents to be weighed: he then measured the dock-yard, and found, by calculation, allowing only six feet depth of rubbish, that at the rate these vehicles were paid, (a ruble each day,) and the time it would take, the expence to the Government would amount to near 100,000 rubles—20,000*l.* sterling: these carts had nearly the circuit of a mile to make, before they unloaded. He immediately gave orders to have them all discharged, and that large Crafts, which conveyed the billet wood to supply the town with fuel, should be purchased, and brought alongside the dock-yard to be filled. These had only to cross over nearly to the opposite side of the river, where they conveyed the rubbish to fill up holes, and level some ground, which was much wanted. The expence for removing the rubbish by the craft, was merely two hundred pounds.

During the reign of the Empress Elizabeth a nobleman, reported to have been Count Golovin, proposed some alterations at the Port of Cronstadt: the plan he delivered in was estimated at one million two hundred thousand rubles. It was, however, not adopted. Admiral Knowles, very soon after his arrival, clearly saw the necessity of making some

improvements at a place where the greatest part of the Russian Navy is stationed. Built on the south-eastern extremity of the island of Retusari, in the Gulph of Finland, by Peter the First; it occupies, like all the Russian towns, a larger space of ground than the number of habitations seem to require. It was altogether a very straggling place; defended towards the sea by wooden piers projecting into the water, and towards the land by some old ramparts, and bastions. These fortifications, at the time of their construction were esteemed places of considerable strength, but now derived their consequence merely from their past importance.

Admiral Knowles presented a plan for the improvement of Cronstadt, very different from that of Count Golovin *, and which was well calculated to be advantageous to the works, intended to be carried on there. The late Prime Minister, Count de Panin, was so much pleased with it, that he afterwards told Sir Charles publicly, when at court, that he deserved to have a statue of gold erected to his memory, for the works he had carried on at Cronstadt; and that he thanked him in the name of the Russian Empire.

So anxious was Sir Charles Knowles to execute fully the object of his journey to Russia, that he requested permission of his Sovereign to quit the Civil Capacity in which he had hitherto acted, that he might hoist his Flag, and discipline the Russian sailors: but he did not obtain permission. He also desired that some English Captains might be sent to assist him in his arduous undertaking; and had mentioned the present Admiral Vandeput, and Captain John Urry, now resident at Lymington, as the officers he should prefer; this, however, shared the same fate with his first request, and he accordingly, by fresh exertions on his part, strove to supply their place.

* Admiral Knowles's estimate amounting to one hundred and sixty thousand rubles, there was consequently a saving, when compared to that of Count Golovin, of upwards of a million of rubles.

The first public proof he gave of his superior talents in Naval Architecture was in building the Ezekiel of 80 guns. This ship was far superior to the Foudroyant, which drew twenty-four feet water, and was what seamen call *long-legged*; whereas the Ezekiel drew only twenty-one feet.—We have subjoined a list of the Russian Fleet, as given by

LIST OF THE RUSSIAN NAVY IN OCTOBER 1778.

SHIPS of the LINE

Names	Guns.	Station.	When built	
Ezekiel	85	At Cronstadt	1773	Ships built during the period that Admiral Sir C. Knowles was at the head of the Russian Navy.
Isidor	74		1772	
St Andrew	74		1770	
Clement	74		1770	
Tchesme	74		1779	
Vladimir	66		1771	
Yeheslaf	66		1771	
De Neiss	66		1772	
America	66		1773	
Perislaf	66		1772	
Vsevolod	66		1769	
Dmitri Donski	66		1771	
Pam and Eustatia	66		1770	Ditto
Victor	66		1771	
Europe	66		1768	
Sarasof	66		1765	
Rikoda	66		1770	
Ratislof	66		1769	
Mirnouitz	66		1771	
Pobidnasowitz	66	Rebuilding.		
Count Orlof	66	At Revel	1770	
Alexander	66		1772	Ditto
Boris and Glebb	66		1773	
Ingermanland	66		1773	
Asia	66		1773	
Unknown	66	Cronstadt	1777	
Ditto	66		1777	
Ditto	66		1777	
Ditto	66		1777	
Ditto	66		1777	

SHIPS of the LINE ready to launch and building

Ready to launch	74	Petersburg	
Ditto	74		
Building	74		
Ready to launch	66		
Building	66		
Ditto	66		
Ditto	66		
Ditto	66		

FRIGATES.

St. Michael	32	Cronstadt	1774
Kasievoi	32		1774
Leeskoi	32		1774
Pospeikof	32		1774
Bohemia	32		1774

Mr. Coxe, who strangely omits all mention of this second Father of the Russian Navy, and have marked those ships built during the period Sir Charles was in Russia; they may be also known by their date.

When the galleys of Russia were burnt by lightning, Admiral Knowles constructed in their room a schooner frigate, that carried twenty twelve-pounders on the main-deck, and two eighteen-pounders on her forecastle: her draught of water abaft was only seven feet and an half, and six feet and an half forward. The length of this ship was five times her breadth; she proved a remarkable fast sailer. This plan of ship-building has been greatly approved by the present Surveyor of the Navy, Sir William Rule. Another frigate, which Admiral Knowles built on the Black Sea, drew only nine feet water, with six months provisions on board, and carrying twenty-eight 24-pounders on the main deck, two 42-pounders on the forecastle, and two 24-pounders on the quarter deck.

Before the expiration of the year (1770), Sir Charles Knowles received at Petersberg the following anonymous and unexpected letter; the writer of which he could never discover, though his suspicions naturally rested on many persons:

"SIR,

"From the situation you have placed yourself in, by accepting her Imperial Majesty of Russia's commission

Names.	*Guns.*	*Station.*	*When built.*
Hungaria	32	Cronstadt	1770
Nordeskoi	32		1769
Eustatia	32		1768
Pomosknoi	32		1768

FRIGATES ready to launch and building

Ready to launch	28	Petersberg	
St. Mark	20		
Ready to launch	20		
Building	20	Archangel	
Building	20		
Building	20		

FRAMES. Elephant, 36 guns. Unknown, 36 guns. Leopold, 18 guns. Barn, 18 guns.

GALLEYS. 101 at Petersberg, 3 at Cronstadt, and 5 at Reval.

appointing you the head of her marine department, you will have it in your power in all probability to do infinite service to your own Country—and I know of no man in these kingdoms so equal to it as Sir Charles Knowles.

"The thing I principally have in idea, is a discovery from the Russian dominions about Kamschatka; whether there is or is not a passage between that part of the world and North America: every thing that I have read on that subject leaves a belief that there is—you must also have read every thing that has been published on that head; of course formed an idea, whether there is or is not. However, you have now an opportunity of knowing, by persuading the Empress (whose enterprising spirit would, I dare say, immediately come into it when recommended by you) to send proper people to make discoveries that way, to clear up this hitherto doubtful matter.

"Should you, during the time you remain in the Russian Service, be able to explore that unknown part of the Globe, and by that means open new channels of Commerce for this Country, through Hudson's Bay to the Indies, you will make some amends for withdrawing from the Service so good an officer. If this hint should be new to you, and hereafter stimulate you to such an attempt, and it should turn out successful, your country will be under obligations to you, for saving them the expence and trouble, both of which they have had a great deal of in attempting these discoveries to little purpose: and the India, and Hudson Bay Companies will always throw cold water on any plan of that kind from hence.

"I should beg your pardon for giving you this trouble; and if you think it impertinent, just throw it in the fire and there is an end of it; it comes from an utter stranger to you, as to any personal knowledge of either side, but one who has long admired your abilities as a Sea-Officer—which neither he, nor any body in the kingdom can be a

stranger to. I am, Sir, with great good wishes for your health and welfare,

Your most obedient and very humble servant,

London, Dec. 4, 1770. ANONYMOUS.

Though the Imperial Catharine displayed at times the dignity of an Empress, she would often descend from all reserve of the Sovereign, and like the veteran Monarch of Prussia, would indulge in the freedom of conversation, heightened by the sallies of repartee, the unrestrained effusions of a quaint humour, or ready wit. The plain and open character of a British Seaman, was therefore at these seasons of relaxation, in unison with her feelings:—there were moments when she knew how to appretiate the sincerity of her English Admiral: being one day in conversation with him, she observed, that *Peter the Great governed the Russians with an Iron Rod*;—*To govern them well*, replied Sir Charles, *your Majesty must heat it red hot.*

At another time, as they were walking together, in a room opposite the river Neva, during an earnest conversation on the improvement of the Russian Navy, a great noise was suddenly heard below; for two Russian vessels, one on either side, had fallen on board a French prize in the river, opposite the palace. The Empress desired the Admiral to see what had happened—*May it please your Majesty, it is only two Russian bears hugging a monkey!* The Empress laughed excessively; and going towards the window attentively observed the transaction.

The following is a general statement of the difference of expence in the Marine of Russia, at a medium, with that of Great Britain for the year 1727, when the latter had 124 ships of The Line; 67 frigates, and sloops; and 42 vessels of other kinds in the service of Government—the whole amounting to 233 vessels:

	Rubles*.	Copecs.
Expence of the Marine of Russia,	1,200,207	37¾
Expence of the Marine of Great Britain,	995,356	91
Russia more than Great Britain †,	204,850	46¼

The difference of expence in the year 1762, when Great Britain had 159 ships of the Line; 179 frigates and sloops; and 92 smaller vessels: in all 430 vessels.

	Rubles.	Copecs.
Expence of the Marine of Great Britain,	1,361,107	21
Expence of the Marine of Russia,	1,200,207	37¼
Great Britain more than Russia,	160,899	83¼

During the year 1771, Admiral Knowles received the two following letters from the Empress; they are without date in the original, but from various circumstances are believed to have been written in that year; we have made the following extracts:

MONSIEUR L'AMIRAL,

Voici la traduction litterale des instructions dont je vous ai parlé, de même que celle des ordres pour Messieurs ———. Je vous prie de les lire et examiner, et de m'en dire votre sentiment. Je ne signerai rien avant que vous mes les rapportiez ou renvoyes, ce que vous ferez à votre aise aujourd'hui ou demain, &c.

CATERINE.

TRANSLATION.

ADMIRAL,

I send the literal translation of the instructions which I spoke to you about, as also the orders for Messieurs ———, I request you to read, and consider them, and to tell me your opinion: I shall not sign any thing, until you either bring, or send them back; which you may do at your leisure, either to-day or to-morrow.

CATHERINE.

Second letter, without date, from the Empress to Admiral Knowles, supposed to have been written in the same year:

* A ruble is four shillings and sixpence; and ninety-six copecs go to a ruble, though the exchange is 100. Two rubles make a zervonitz, or 9s.

† The singularity of this difference must strike every professional reader.

MONSIEUR L'AMIRALE *,

Le Comte Roumenzoff me mande en date du 20 May V. S. en reponse à ma lettre qui etoit accompagnée des desseins des navires que vous avez projettè, que nos officiers de mer qui sont sur la Danube conviendront qu'on ne sauroit trouver des batimens plus propres pour ces eaux là, que sont les votres. Il a trouver un entreprenneur Grec, que va incessament commencer la construction des plusieurs batimens selon vos dessins, et le Comte Roumenzoff espere d'en mettre une trentaine sur pied, &c. &c.

CATERINE.

TRANSLATION.

ADMIRAL,

Count Roumenzoff informs me, by a letter dated May the 20th, O. S. in answer to mine inclosing the plans of the vessels you had drawn out, that our naval officers on the Danube allow they cannot be exceeded, nor any found so well adapted for that navigation, as yours are. He has met with a Greek builder, who without delay is to begin constructing the several vessels, according to your designs, and Count Roumenzoff hopes soon to have about thirty afloat.

CATHERINE.

When the Empress proposed to Admiral Knowles his going to the Danube, she offered him a *carte blanche*; but he relying on her liberality, with all the disinterestedness of a British Seaman, left it to her future gratitude to reward him; and at the advanced age of *seventy*, in the depth of winter, which in that country is very severe, and with the additional horrors of the Plague then raging, without the smallest hesitation or previous agreement, accepted her proposal. To defray the expences of his journey and his suite, which was numerous, the Empress gave him 6000 rubles, and appointed a physician to attend him, whom she herself paid. Early in the month of February 1772, Admiral Knowles left Petersberg, and arrived at Yassi on the 26th of March, where he soon received a letter from the Empress, dated on that very day. We have transcribed from the original the following postcript:

P. S. Votre famille se porte bien; je les ai vû hier. Les *Turc* font tout comme nous. Ils veulent armer sur la Mer Noire; mais ils n'ont ni vaisseaux, ni bois, ni Matelots, et toute leur pretentaire,

* We follow the original MSS. of the Empress, without alteration.

de cette année ne vas pas au dela, d'une vingteme de demi galexes: ont parle aussi chez eux des deux vaisseaux de haut bord, auquel il ne foudra croire que lorsque quelqu'un les aura vû, car à Constantinople même ceux ci sont invisibles. D'hommes à hommes nous ne pouvons que gagner. La balance des cervelles, et des bras, paroissant être de notre cotè,

CATERINE.

TRANSLATION.

P. S. Your family are all in good health; I saw them yesterday. The Turks act like us. They wish to fit out an armament in the Black Sea, but have neither Ships, wood, nor seamen; and all their boasted preparations this year have not exceeded twenty gallies: they also talk of two ships of the line, which there is no occasion to believe, before somebody has seen them; for even at Constantinople they are not to be discerned. Man opposed to man, we must be the gainers. The balance of skill, and strength, seems to be in our favour.

CATHARINE.

Admiral Knowles appears to have been much pleased with Marshal Romantzow; in one of his letters to the Empress he thus delivers his sentiments respecting that officer:

—"Car je peux assurer votre Majesté que je n'ai pas trouvé un homme avec qui j'aurais pû agir de si bonne volonté et union qu'avec lui."

and again, in another letter, he adds—

"I cannot conclude without informing your Majesty of the Marshal's great attention in providing me with princely quarters; for it is the house of the Hospodar's brother, who is at Saint Petersburgh; and every other mark of civility that could possibly be shewn."

During the Admiral's stay at Yassi, he enjoyed frequent opportunities of observing Marshal Romantzow, and found him a steady man, possessed of great abilities; ever ready to communicate whatever he thought might be of service to the Admiral. We may infer from the following extract of a letter written by the Marshal to the latter, that their opinion of each other was mutually favourable:

"Ayant reçû des ordres de la Cour, et sachant par experience que ce qui paroit possible dans l'eloignement ne l'est pas toujours sur les

lieux ; connoissent d'ailleurs l'ardeur du zele de votre Excellence pour la Service de sa M. Imperiale, ainsi que ses lumieres, et connoissances superieurs, en tous ce qui touche la Marine, Elle voudra bien permettre que je lui demande son opinion, et des eclaircissentments sur les points suivant."

" Having received the orders of the Court, and knowing from experience that what appears possible at a distance, is not always so when on the spot ; being also well aware of the ardour of your Excellency's zeal for the service of her Imperial Majesty, as well as your superior abilities, and information, in all that relates to the Marine, she most willingly permitted, that I should ask your opinion, and explanation of the following subjects."

After paying a small sum, under a thousand pounds, Admiral Knowles, having taken a receipt, gave up the chest to Count Gregory Orlow, afterwards Prince Orlow, which the Empress had given the Admiral to defray the expences attending the Works, that were to be carried on upon the Danube :—this chest contained 20,000l. sterling.—During his continuance in that occupation, he received a letter from the Empress, dated Petersburgh, June the 1st, 1772, in answer to one of April 17, 1772 :

Dés que vous jugerés que votre presence n'est plus necessaire sur le Danube ; je vous laisse le maitre de vous rendre à Asoph, ou de revenir ici, si vous le jugez apropos. J'ai ordonné d'envoyer un des Batimens qui m'a servi sur le Wolga accompagné d'une Cusine à Czaritzin pour que vous vous en serviez, en cas que vous preniez cette route ; j'ignore encore s'ils sont arrivés à leur destination—j'ai ordonné des reitirer les ordres pour presser leurs marches—vous employerez au voyage que vous projettés, quelque route que vous choisesseriez, le tems que vous trouverez convenable ; sur quoi je ne veux, ni ne puis rien vous prescrire, afin que d'un coté vous ayez tout le loisir necessaire, et pour votre information, et pour la mienne, et de l'autre je ne veux point retarder votre retour, m'etant toutjours tres agreable de vous revoir ici. Je ne fixe point non plus d'endroit, ni de tems pour votre quarantine avant que d'arriver ici, parceque votre voyage par lui-même en sera une suffisante. Tous les endroits du Wolga sont hors de doute : et la Russie proprement dite, graces on ciel, est delivrée de la fleau de la peste : mais les bords du Don ne le sont pas : ainsi je vous prie très serieusement de porter la plus grande attention à votre conservation. J'ai un regret sensible de

la fatigue que vous essayez dans une voyage d'aussi longue haleine ? j'en ai encore plus de ce que malgre tout le zêle dont vous êtes animé pour moi, et mon Empire, vous ayez trouvè des obstacles qui l'ont emporté sur nos deux bonnes volontès la votre et la mienne. Mais consolez vous, Monsieur l'Amirale, les Turcs ont eu une belle peur de votre arrivée sur le Danube, dés qu'il l'ont sus ; ils ont envoyer le Chevalier de Thott pour construire des nouvelles fortifications à l'embouchure de la Mer Noire, et cette peur ne laissera pas d'accelerer la paix selon toutes les apparences. Au reste, je suis comme toutjours avec beaucoup d'affection.

CATERINE.

TRANSLATION.

" Whenever you think that your presence is no longer necessary on the Danube, I leave you entirely your own master, either to go to * Asoph, or to return home, if you approve it. I have given orders that one of the vessels which I had for my own use on the Volga, accompanied by a " Cusine à Czaritzin," should be sent for your accommodation, in case you should take this road ; I know not whether they have yet reached their destination. I have repeated my orders, to hasten their arrival. On your intended voyage, whatever route you may finally adopt, take your own time ; respecting which, I neither am willing, nor able, to dictate to you ; for in the first place, you should have all requisite leisure, both to promote your own, and my information, and in the second, because I do not wish to delay your return, it being always most grateful to me, to see you here again. Neither shall I fix on the time or place of your performing quarantine, previous to your arrival, as your voyage will in itself prove a sufficient one. All the places on the Wolga, are perfectly safe, and Russia, properly so called, thanks to heaven, is free from the scourge of the plague, but the banks of the Don are not : therefore I request you seriously to pay the greatest attention to your own preservation. I am truly sorry for the fatigue you are undergoing during so long a voyage ; and more particularly so, that notwithstanding the zeal, with which you are actuated both for myself, and empire, you should have experienced difficulties, which equally bear upon each of us ; but console yourself Admiral, the Turks have been much alarmed by your arrival on the Danube ; the very moment they heard of it, they sent the Chevalier de Tott to construct additional

* Asoph, Asow, or Asoph Sea, is so named from a city in Cuban Tartary, in Asia, on the South shore of the River Don, near its mouth, in the N. E. extremity of this sea. It is often called Palus Mœotis, and sometimes Zabach Sea. The city is in latitude 47 deg. 18 min. N. and long. 41 deg. 30 min. E.

fortifications at the entrance of the * Black Sea; and this alarm, according to every appearance, cannot fail to hasten peace. To conclude, I remain, as I always shall do, with much affection,

" CATHERINE."

Letter of Mons. Le Comte de Bruce at Petersberg, to Admiral Sir C. Knowles on the Danube:

Je viens de recevoir les ordres de sa Majesté de faire passer votre Excellence par les quarantaines etablies sur la Route sans y être arretè, que simplement pour se faire parfumer, de même que tous ceux que vous accompagnent, ainsi donc je joins un ordre sous un Cachet Volant à Messieurs les Commandans des Quarantaines, qu'elle aura la bontè de leur faire voir en arrivant, en consequence duquel elle ne sera arretè nulle part. J'ai l'honneur d'etre, &c. &c.

—— BRUCE.

TRANSLATION.

"I have just received her Majesty's commands for your Excellency to be allowed to pass through the established Quarantines on the Road, without being detained at any of them longer than is sufficient to fumigate yourself and your attendants. I therefore inclose an order, under a flying seal, addressed to the Commanders of the Quarantines, which you will have the goodness to shew them at your arrival, that you may not experience the least delay. I have the honour to be," &c. &c. &c.

—— BRUCE.

After the Admiral's return to Petersberg in July, the Empress made him a present of 5000l.; during his residence at Yassi his pay was not increased. Sir Charles, whilst in Russia, received presents from her Imperial Majesty, amounting to 6000l. sterling, independent of his pay; but then the statement of his expences must also be considered; which

* The Black, or Euxine Sea, extends from the 42d to the 46th degree of N. lat. and from the 33d to the 44th of E. long. Its whole circuit has been estimated at 3,800 miles. It is a tempestuous sea, little known to the western nations of Europe; being inclosed on all sides, its waves beat furiously on vessels within it, almost circularly. It has few good harbours, especially on its south coast, which the Turks chiefly navigate. It is bounded by Tartary on the north; has Circassia, Mingrelia, and Georgia, on the east; Natolia and Asia Minor are to the south of it; and Romania, Bulgaria, and Bessarabia, are its western limit. It communicates with the Mediterranean through the Streights of the Dardanelles, and Sea of Marmora, and lies to the N. and N. E. from Constantinople.

amounted to *seven thousand, five hundred, and seventy-six pounds sterling* *. The pension after all was granted to himself, and not to his wife, as he had desired; this, which did not amount to more than 600l. per annum, he only enjoyed for three years.

From the instant that Admiral Knowles began to look into the Russian Naval Expenditure, every impediment that could be devised was thrown in his way to prevent, or perplex, the alterations which he had planned, with so much judgment and professional skill. The only reason that can be assigned for the subsequent cold and mysterious conduct of the Imperial Catherine, and the strange ungrateful manner, in which she suffered this able Veteran, to return, was owing to the desire which Sir Charles had expressed in one of his letters to the Empress, to place the Grand Duke, the present Emperor, at the head of the Naval Department:—The following is an extract from this curious historical manuscript, dated Petersberg, Feb. 4, 1773:

TO HER IMPERIAL MAJESTY.

——— "Je prends la liberté de presenter à votre Majesté Imperiale, mes tres humbles opinions, que comme des pareils maux demandent les mêmes remedes pour les reformer—que la meilleure maniere (que je crois) sera de suivre la methode d'ont le Roi Jacques le Second, s'est servi lorsque la Flôtte d'Angleterre etoit tombè dans la même decadence—et alors je reponds au risque de ma vie, non seulement de recouvrer la porte de la Discipline, Ordre, et Œconomie de la Flotte Imperiale, mais aussi de lever au plus hauts degres de la gloire, et de la rendre beaucoup plus formidables; si Sa Majestè juge apropos de m'honorer de sa confiance, et de me donner de plein pouvoir d'agir SOUS LES AUSPICES DE SON ALTESSE IMPERIALE MONSEIGNEUR LE GRAND DUC, sans quoi sa Majestè sera importune souvent, pour donner ses ordres pour les plus petits articles, qui se trouvent omis dans le Reglement d'aujourd'hui," &c. &c. &c.

"Je suis avec le plus grande veneration et respect,

"C. KNOWLES."

* His journey from London to Petersberg—with that of his family, and their consequent expences—repairs of the house he hired—salary to his secretary—loss of his post of rear admiral, and also of his half-pay—journey of himself, and family, to England, &c.

TRANSLATION.

——" I take the liberty of presenting to your Imperial Majesty, my humble sentiments, that as similar evils require the same remedies, the best means I can devise, will be to follow the plan which King James the Second adopted, when the Fleet of Great Britain was in the same state of decay—and I will then answer for it at the risk of my life, not only to recover the loss of Discipline, Order, and Economy, in the Imperial Fleet, but also to raise it to the highest pitch of glory, and to render it much more formidable; if your Majesty thinks proper to honour me with your confidence, and to give me full power to act under the auspices of his Imperial Highness the Great Duke; without which your Majesty will be continually pestered to give orders for the most trifling articles, which are omitted in the present regulations, &c. &c. &c.

"I am with the greatest veneration, and respect,

"C. KNOWLES."

On the receipt of this letter, the Empress immediately changed her behaviour towards Sir Charles Knowles, who had touched a string, which vibrated too powerfully on the heart of his Imperial Mistress. Had the Admiral been a more worldly man, or one who possessed the refined system of villany, which is termed a knowledge of the world, he would long have stood securely, and would have easily managed this cruel Elizabeth of the North: but the plain sincerity of a British Seaman, could not be expected to thrive amid such a Court. Finding therefore that the Empress persevered in always referring him to a secretary to transact business, who was by no means competent for it, Sir Charles at length determined to return to England. Before he left Russia, he received a last letter from the Empress, of which the following is a part;

Petersberg, Dec. 16, 1773.

——" Si apres cela vous souhaitez de partir d'ici, je ne ferai *aucune difficulté* de vous donner la lettre que vous me demandez pour le Roi d'Angleterre; mais il me sera difficile d'entrer dans des projets de reforme de ma propre Flotte, parceque je me trouverai dans la necessitè d'abandonner cette idée un moment apres l'avoir entrepise, à cause du depart de *l'unique homme* qui la pouvoit entreprendre.—

Adieu ! Monsieur l'Amirale, prenès tout ceci comme un marque bien sincere de mon estime pour vous.

To Admiral Knowles, " CATERINE."
at Petersberg.

TRANSLATION.

——" If after this you wish to go hence I can have no objection to give you the letter you ask of me for the King of England ; but I shall find it difficult to enter on the plans of reform, for my own Fleet, since I shall be under the necessity of abandoning the idea the very moment after having attempted it, on account of the departure of the *only man* who is able to undertake it. Adieu ! Admiral, receive this as a sincere proof of my esteem for you.

" CATHERINE."

After his return to England, Admiral Knowles had the satisfaction to hear, that when the Empress enquired into the causes of failure of some of the works she was then carrying on, and found they had not been conducted according to the plan which Sir Charles left, she immediately issued an order that they should alone be finished according to his original suggestions.—We are sorry to add, that the rewards which this distinguished officer received for such services, both at home and abroad, were but little adequate to the value of such continued exertions.—*Presque tout le monde,* says the celebrated Duc de la Rochefoucauld, *prend plaisir à s'acquitter des petites obligations : beaucoup de gens ont de la reconnoissance pour les médiocres, mais il n'y a presque personne qui n'ait de l'ingratitude pour les grandes.*

Admiral Knowles was in 1777 buried in the middle aisle of the church of St. Nicholas at Guilford ; which is on the left in the road to Portsmouth, after passing the bridge of the above town. His wife was buried in the same place, on the left of her husband, with this inscription over the grave—*Here lyes interred the body of Mrs. Mary Knowles,* 1742. *Also the body of Mrs. Mary Alleyne, her mother, who departed this life July 7th,* 1742, *aged* 40. Above, on a small marble monument,—*To the Memory of Mrs. Mary Knowles, daughter of John and Mary Alleyne, of Barbadoes, wife of Captain Charles Knowles, who departed this life, March the* 16, 1741-2, *in the 22d year of her age.*

ARMS.] Azure, crusuly of crosslets, a cross moline voided, or.
CREST.] On a wreath, an elephant statant, argent.
MOTTO.] Semper paratus.

THE RUSSIAN ADMIRALTY.

FROM COXE.

THE Admiralty *, which stands on the south bank of the Neva, opposite to the fortress of Petersberg, was built by Peter the Great; and is a large building of brick, surrounded with a rampart and ditch: it is the great receptacle for ship's stores; and contains large magazines of cordage, sails, masts, anchors, which are sent to Cronstadt for the equipment of the fleet. A large area, which lies between the front of the building and the Neva, is used for the construction of vessels: when I was at Petersberg, five men of war and two frigates were upon the stocks †.

I have already observed, that in our expedition to Peterhof and Oranienbaum, we visited Cronstadt, a description of which I reserved for the present occasion.

Cronstadt, at which port the greatest part of the Russian Navy is situated, stands upon the island of Retusari, in the Gulph of Finland; and was founded by Peter I. as being provided with the safest harbour in these parts, and as forming a strong bulwark by sea for the defence of the new metropolis. The only passage by which ships of burthen can approach Petersberg, lies on the south side of Retusari, through a narrow channel; one side whereof is commanded by Cronstadt, and the opposite by Cronslot and the citadel.

Cronslot, which stands upon a small island of sand, is a circular wooden building, and surrounded with fortifications of wood that jut into the water: it contains a garrison of an hundred men. The citadel is another small wooden fortress, raised also upon an adjacent sand-bank, and capable of holding about thirty soldiers: all large

* I am informed that the Admiralty is intended to be removed to Cronstadt.

† The men of war which are framed in this dock are, in their passage to Cronstadt, lifted over the bar by means of camels: these machines were originally invented by the celebrated De Witt, for the purpose of conveying large vessels from Amsterdam over the Pampus; and were introduced into Russia by Peter the Great, who obtained the model of them when he worked in Holland as a common shipwright. A camel is composed of two separate parts, whose outsides are perpendicular, and whose insides are concave, shaped so as to embrace the hull of a ship on both sides. Each part has a small cabin, with sixteen pumps and ten plugs, and contains twenty men. They are braced to a ship underneath by means of cables, and entirely inclose its sides and bottom. Being then towed to the bar, the plugs are opened, and the water admitted, until the camel sinks with the ship, and runs aground. Then the water being pumped out, the camel rises, lifts up the vessel, and the whole is towed over the bar. This machine can raise the ship eleven feet, or, in other words, make it draw eleven feet less water.

vessels must sail between Cronstadt and these two fortresses, exposed to the fire of the opposite batteries; for the other parts of the Gulph are only from one to eleven feet in depth. All these fortifications were, at the time of their construction, esteemed places of considerable strength; but now they derive their consequence more from their past importance, than from any resistance they could make against the attack of a powerful fleet.

The Island Retusari is a long slip of land, or rather sand; through the middle of which runs a ridge of granite. It is twenty miles from Petersberg by water, four from the shore of Ingria, and nine from the coast of Carelia. It is about ten miles in circumference; and was overspread with firs and pines when Peter first conquered it from the Swedes. It contains at present about 30,000 inhabitants, including the sailors and garrison; the former of whom amount to about 12,000, the latter to 1500 men. The island affords a small quantity of pasture; produces vegetables, and a few fruits, such as apples, currants, gooseberries, and strawberries, which thrive in this northern climate.

Cronstadt is built upon the south-eastern extremity of the island; and is defended towards the sea by wooden piers * projecting into the water, and towards the land by ramparts and bastions. It is a very straggling place, and occupies, like all the Russian towns, a larger space of ground than the number of habitations seem to require: the houses are mostly of wood, excepting a few fronting the harbour, which are of brick stuccoed white. Among the latter are the Imperial Hospital for sailors, the barracks, and the Academy for marines and officers of the Navy. That seminary contained, in 1778, three hundred and seventy cadets, who are cloathed, maintained, and taught at the expence of the crown: they are admitted at the age of five, and are suffered to remain until they reach their seventeenth year. They learn accounts, mathematics, drawing, fortification, and navigation; and have masters in the French, German, English, and Swedish languages. They are trained to Naval affairs, and make an annual cruise in the Baltic as far as Revel.

Cronstadt has a separate haven appropriated to the men of war, and another to merchant ships. The men of war's haven contained twenty ships of the line, and nine frigates, which were dismasted, with their guns and tackle on shore. We went on board of the Ezekiel, of eighty guns, esteemed the finest ship in the Navy: she was built under the inspection of Admiral Knowles, and carries eight hundred men.

* In 1784, Cronstadt was fortifying with stone piers. The estimate was 7,000,000 rubles.

Close to the haven for merchant ships is a canal and several dry docks, begun in 1719, by Peter I. for the purpose of refitting the men of war. This useful work was neglected under his successors, and was not completed until the reign of his daughter Elizabeth: it has been still further beautified and improved by the present Empress; and is now applied for building as well as careening ships of the line. At the extremity of these docks is a great reservoir, 568 feet in length, which contains water sufficient, and half the quantity over, to supply all the docks; which is pumped out by means of a fire engine, the diameter of whose cylinder is six feet. The length of this work, from the beginning of the canal to the end of the last dock, is 4221 feet. The sides of the docks are faced with stone, and the bottom is paved with granite; they are 40 feet deep, and 105 broad; and are capable of containing nine men of war upon the stocks.

Nothing can convey a higher idea of the vast abilities and persevering genius of Peter the Great, than the situation in which he found the Russian Navy, and the state in which he left it. Though in the beginning of his reign he did not possess a single ship in the Baltic; yet in the course of a few years he equipped a fleet of fifty sail of the line, which rode mistress of that sea. Under his successors, the Russian Navy was greatly neglected; and it was in so bad a condition at the accession of the present Empress, that she may be said to have almost equalled her great predecessor in the creation of a new fleet: she invited several English captains and ship-builders into Russia, and particularly Admiral Knowles, who was remarkable for his skill in Naval architecture. Under her auspices, Europe lately beheld with astonishment the Russian flag displayed in the Archipelago; and the Turkish fleet annihilated at Tchesme by a squadron from the North.

Russia produces every article necessary for the construction and equipment of ships, which are built chiefly at Cronstadt, Petersberg, and Archangel. Those constructed at Cronstadt and at Petersberg are framed with oak; while those from Archangel are made with larch wood: the latter are much less adapted than the former for an engagement. For the supply of the dock-yards at Petersberg and Cronstadt, the oak is sent from the province of Casan; the Ukraine and the government of Moscow supply the hemp; the masts are procured from the vast tracts of forest which lie between Novogorod and the Gulph of Finland; or are furnished by the provinces lately dismembered from Poland. Pitch and tar are obtained from Wiburgh.

Manufactures of cordage and sail-cloths are established in different parts of the empire; and the magazines of Petersberg and Arch-

angel are always plentifully stored with large quantities of both those articles.

The Navy of Russia, in the ports * of the Baltic and Archangel, consisted, in the latter end of 1778, of 38 ships of the line, 15 frigates, 4 prames, 109 gallies †.

Of this number about twenty-eight ships of the line and ten frigates, including those built with larch wood, were fit for immediate service. In case, however, of necessity or danger, Russia producing all the materials for the construction and equipment of ships, her Navy might soon be considerably increased. But though Russia, since the beginning of this century, has made surprising exertions in the marine, and rapidly become more powerful at sea than her neighbouring kingdoms in the North; yet, in naval affairs, she must be considered as still in her infancy, being in a great degree indebted to the English ‡, as well for the construction of her ships, as for manœuvring and disciplining her fleet. Many circumstances indeed concur in retarding the progress of her maritime strength: 1. The want of ports in the Ocean; 2. The small extent of her sea coast, and that obstructed by ice; 3. A deficiency of experienced seamen.

1. With respect to the first cause, it is obvious that she possesses not a single port upon the Ocean, excepting that of Archangel; which is of no use but in a commercial light, as well on account of its great distance from the other European seas, as because the navigation round the North Cape of Lapland, situated in the 72d degree of latitude, is only open in the midst of summer. 2. In regard to the second cause, it has been justly remarked, that there are very few instances of any nation's having arrived at a great height of Naval power, which did not possess a considerable tract of sea coast; and Russia, excepting the late acquisitions upon the Black Sea, the desolate shores round Archangel and in the Frozen Ocean, and the inhospitable regions of Kamtchatka, can boast no greater portion of maritime country than what lies between Wiburgh and Riga; a mere point for so large an empire, and rendered less valuable for bordering upon the Gulph of Finland and the Baltic; inland seas without tides; when compared with the Ocean scarcely superior to lakes; and inaccessible

* As I could not obtain an exact account of the Russian ships in the Black Sea, I have chose to be silent on that head; I shall only observe, that several men of war and frigates were building at St. Demetri, Taurof, and Kherson.

† See page 270.

‡ Mr. Coxe should have here mentioned the name of the worthy British Admiral to whom alone this was owing.

for at least five months in the year *. 3. The third cause is a deficiency of experienced † Seamen. Government, indeed, retains in its pay about 18,000 sailors, most of whom have never served: a few in time of peace make annual cruises into the Baltic, or perhaps as far as the English Channel; and others are employed in the summer season in navigating the vessels laden with merchandize from Cronstadt to Petersberg. But such nurseries as these are by no means sufficient to rear a large number of seamen; nor can the deficiency be supplied, in case of an immediate war, by the sailors from private vessels; for Russia has scarcely any merchant ships; which is chiefly owing to the state of vassalage, and the strict laws that prevent the natives from quitting their country without formal license. A merchant who fits out a trading vessel, must first apply to The Admiralty for permission to take on board a certain number of natives; leave being obtained, the passes for each sailor are brought and lodged in The Admiralty; and a sufficient security, at the rate of 30l. per man, is given for their return. Thus, without altering the fundamental laws of the kingdom, and totally innovating on the long-established rights of vassalage, there cannot be an adequate number of sailors to man a large fleet upon sudden emergencies. In a word, no kingdom, without distant colonies, without considerable fisheries, and without an extensive sea-coast to familiarize its inhabitants to the dangers of the Ocean, is likely to acquire such a marine as to become formidable to the great Naval powers of Europe.

The Navy of Russia, however, with all these deficiencies, is sufficient to protect her coasts; to convoy her merchantmen; to make her respectable in the Baltic; or, in case of a Turkish war, to send a fleet into the Archipelago. It is her advantage to maintain a good correspondence with the great maritime powers, whom she supplies with naval stores; and who are, on that account, equally interested to respect and cultivate her friendship. The frontiers of her immense dominions border upon Sweden, Poland, Turkey, Persia, and China; and the security of her empire depends as much upon her Army as her Navy.

* The ports in the Baltic being frozen during that period, no vessels can take their departure before the month of April, and must return in October.

† In the Naval expedition against the Turks, it was a remark made by several of our officers, that the distance from St. Petersberg to the Archipelago was a very fortunate circumstance; as the Russians acquired experience during the length of the voyage.

[*To be concluded in our next.*]

TOULON PAPERS.

(Continued from Page 201.)

Having in our Biographical Memoir of Admiral Lord Hood (Vol. II. p. 34) introduced the substance of the Resolutions passed at the Council of War held at his Lordship's House at Toulon, the 17th of December 1793, after the enemy had carried by storm, the two principal posts which covered the town and harbour, situated on the Heights of Faron, and the Heights of Grasse; we have now the satisfaction to lay before the public a correct Copy of the Minutes of the General Council held on that trying and important occasion.

No. XVIII.

At a General Council held at Lord Hood's, at Toulon, the 17th December 1793,

PRESENT

The Right Hon. Admiral Lord Hood,	Prince Pignatelli,
Admiral Don Langara,	Admiral Forteguerri,
Admiral Don Gravina,	Sir Hyde Parker,
General Dundas,	Le Chevalier De Revel, and
General Valdez,	Sir Gilbert Elliot, Bart.

THE Council began by considering the following questions:

1st, Ought we to send reinforcements to the Heights of Faron, and the Heights of Grasse; and can those two posts, which have been carried by the enemy, this morning, be retaken?

The Council was unanimously of opinion, that as there only remains 1500 men in the town, sufficient reinforcements cannot be sent to those posts to retake them.

2d, These two posts being lost, is the town and the road to Toulon tenable?

Hereupon the Council called in the Chief Engineers, and the Commanding Officer of Artillery, viz. Lieutenant Colonel D'Aubant, Colonel Pozo, Colonel Maturina, and Captain Collier, and proposed to them at the same time the foregoing question, and the following:

3d, Can there be established at Cape Cépet a post capable of protecting the road?

The Chief Engineers, and the Commander of the Artillery, having retired to deliberate on these questions, presented on their return the adjoining report to the Council. The Council having read the said report, and having themselves deliberated on the said questions, was of opinion, that the place was not tenable with our present force, and that it was necessary to take measures for a retreat.

The Council hereupon came to the following resolutions:

1st, To send orders to the troops occupying the redoubt, and the Lunette of Faron, to retire, when they can no longer keep these posts, to Artigues, and St. Catherine's; and to maintain those posts as long as they can without being cut off.

2d, To send orders to the posts of Great and Little Antoine, St. André, Pomet, and the Mills, to retire.

3d, The posts of Malbousquet and Mississi must be held as long as possible.

4th, To inform the inhabitants of Toulon, that if it be found necessary to retreat, the Combined Powers will use every possible means to carry off such of them as may wish to leave it; and that even such as choose to go away at present, to avoid the bombardment, are at liberty to do so; but that they must make the necessary arrangements, to get their passage on board the merchant vessels in the harbour; they shall also receive every possible assistance in provisions, &c. and every other facility. The Committee General will take upon itself to make the necessary arrangements for this purpose.

5th, The sick and wounded shall be embarked without delay.

6th, The French Ships of War which are armed shall sail out along with the Fleets; *those which remain in the harbour, together with the magazines and the arsenal, shall be destroyed.* Measures shall be taken this night, if possible, for that purpose. But this resolution must not be put in execution till the last moment.

7th, Admiral Langara proposed to anchor some ships of war and transports off the islands of Hyeres, and to employ frigates to carry the troops on board from Toulon, when it may be found necessary to embark them.—But this proposal was not adopted by the Council.

The following Official Letter from Sir Sidney Smith to Admiral Lord Hood, contains an animated and correct account of his proceedings in the arduous duty intrusted to him, in setting fire to the Ships and Arsenal at Toulon, in the night of the 18th of December 1793; accompanied with a list of the Officers employed under his orders in that perilous service.

No. XIX.

Toulon, December 18, 1793.

MY LORD,

AGREEABLE to your Lordship's orders, I proceeded with the Swallow tender, three English and three Spanish gun-boats, to the Arsenal, and immediately began making the necessary preparations for burning the French ships and stores therein; we found the dock gates well secured by the judicious arrangements of the Governor, although the dock-yard people had already substituted the three-coloured cockade for the white one; I did not think it safe to attempt the securing any of them, considering the small force I had with me, and considering that a contest of any kind would occupy our whole attention, and prevent us from accomplishing our preparations.

The galley-slaves, to the number of at least six hundred, shewed themselves jealous spectators of our operations; their disposition to oppose us was evident; and being unchained (which was unusual) rendered it necessary to keep a watchful eye on them. I accordingly restrained them on board the galleys, by pointing the guns of the Swallow tender, and one of the gun-boats, on them, in such a manner as to enfilade the quay on which they must land to come to us; assuring them at the same time, that no harm should happen to them if they remained quiet. The enemy kept up a cross fire of shot and shells on the spot from Malbousquet and the neighbouring hills, which contributed to keep the galley-slaves in subjection, and operated in every respect favourably for us, by keeping the Republican party in the town within their houses, while it occasioned little interruption to our work of preparing and placing combustible matter in the different store-houses and on board the ships; such was the steadiness of the few brave seamen I had under my command. A great multitude of the enemy continued to draw down the hill towards the dock-yard wall; and as the night closed in, they came near enough to pour in an irregular though quick fire on us from the Boulangerie, and the heights which overlook it. We kept them at bay by discharges

of grape shot from time to time, which prevented their coming so near as to discover the insufficiency of our force to repel a closer attack. A gun-boat was stationed to flank the wall on the outside, and two field-pieces were placed within against the wicket usually frequented by the workmen, of whom we were particularly apprehensive. About eight o'clock, I had the satisfaction to see Lieutenant Gore towing in the Vulcan fire-ship; Captain Hare, her commander, placed her agreeable to my directions, in a most masterly manner, across the tier of men of war, and the additional force of her guns and men diminished my apprehensions of the galley-slaves rising on us, as their murmurs and occasional tumultuous debates ceased entirely on her appearance; the only noise heard among them was the hammer knocking off their fetters, which humanity forbid my opposing as they might thereby be more at liberty to save themselves on the conflagration taking place around them. In this situation we continued to wait most anxiously for the hour concerted with the Governor for the inflammation of the trains. The moment the signal was made, we had the satisfaction to see the flames rise in every quarter. Lieutenant Tupper was charged with the burning of the general magazine, the pitch, tar, tallow, and oil store-houses, and succeeded most perfectly: the hemp magazine was included in this blaze. Its being nearly calm was unfavourable to the spreading of the flames; but two hundred and fifty barrels of tar, divided among the deals and other timber insured the rapid ignition of that whole quarter which Lieutenant Tupper had undertaken.

The mast-house was equally well set on fire by Lieutenant Middleton of the Britannia: Lieutenant Pater of the Britannia continued in a most daring manner to brave the flames, in order to complete the work where the fire seemed to have caught imperfectly. I was obliged to call him off, lest his retreat should become impracticable; his situation was the more perilous, as the enemy's fire redoubled as soon as the amazing blaze of light rendered us distinct objects for their aim.

Lieutenant Ironmonger of the Royals remained with the guard at the gate till the last, long after the Spanish guard was withdrawn, and was brought safely off by Captain Edge of the Alert, to whom I had confided the important service of closing our retreat, and bringing off our detached parties, which were saved to a man. I was sorry to find myself deprived of the further services of Captain Hare: he had performed that of placing his fire-ship to admiration, but was blown into the water, and much scorched, by the explosion of her priming, when in the act of putting the match to it. Lieutenant Gore was also much burnt, and I was consequently deprived of him also; which I regretted the more from the recollection of his bravery and activity

in the warm service of Fort Mulgrave. Mr. Eales, midshipman, who was also with him on this occasion, deserves every praise for his conduct throughout this service. The guns of the fire-ship going off on both sides as they heated in the direction that was given them towards those quarters from whence we were most apprehensive of the enemy forcing their way in upon us, checked their career; their shouts and republican songs, which we could hear distinctly continued till they, as well as ourselves, were in a manner thunderstruck by the explosion of some thousand barrels of powder on board the Iris frigate, laying in the inner road without us, and which had been injudiciously set on fire by the Spanish boats in going off, instead of being sunk as ordered: the concussion of air, and the shower of falling timber on fire, was such as nearly destroyed the whole of us. Lieutenant Pater of the Britannia, with his whole boat's crew, nearly perished; the boat was blown to pieces, but the men were picked up alive. The Union gun boat, which was nearest to the Iris, suffered considerably, Mr. Young being killed, with three men, and the vessel shaken to pieces. I had given it in charge to the Spanish officers to fire the ships in the bason before the town; but they returned and reported, that various obstacles had prevented their entering it. We attempted it together as soon as we had completed the business in the arsenal, but were repulsed in our attempt to cut the boom by repeated volleys of musquetry from the flag-ship, and the wall of the Battery Royale. The cannon of this battery had been spiked by the judicious precautions taken by the Governor previous to the evacuation of the town. The rear of our column being by this time out of the eastern gate, the horrid cries of the poor inhabitants announced that the villanous part of the community had got the upper hand. Boats full of men, women, and children, pushed from the shore, even without oars, claiming our protection from the knife of the assassin by the most sacred of all ties, our professed friendship. We accordingly kept our station, for the purpose of affording them an asylum. Many straggling Neapolitan soldiers, whose undisciplined conduct had separated them from the main body, were among the number thus driven into the water. We received them as more particularly belonging to us, repulsing their pursuers by our fire; nor did we quit the shore till we had received all who were there to claim our assistance. The failure of our attempt on the ships in the bason before the town, owing to the insufficiency of our force, made me regret that the Spanish gun-boats had been withdrawn from me to perform other service. The Adjutant Don Pedro Cotiella, Don Francisco Riguelme, and Don Francisco Truxillo, remained with me to the last; and I feel bound to bear testimony of the zeal and activity with which they performed the most essential services during the whole of this business, as far as the

insufficiency of their force allowed; it being reduced, by the retreat of the gun-boats, to a single felucca, and a mortar-boat which had expended its ammunition, but contained thirty men with cutlasses.

We now proceeded to burn the Hero and Themistocles, two seventy-four gun ships laying in the inner road. Our approach to them had been hitherto impracticable in boats, as the French prisoners which had been left in the latter ship were still in possession of her, and had shewn a determination to resist our attempt to come on board. The scene of conflagration around them, heightened by the late tremendous explosion, had, however, awakened their fears for their lives. Thinking this to be the case, I addressed them, expressing my readiness to land them in a place of safety if they would submit; and they most thankfully accepted the offer, shewing themselves to be completely intimidated, and very grateful for our humane intentions towards them, in not attempting to burn them with the ship. It was necessary to proceed with precaution, as they were more numerous than ourselves. We at length completed their disembarkation, and then set her on fire. On this occasion, I had nearly lost my valuable friend and assistant Lieutenant Miller, of the Windsor Castle, who had staid so long on board to ensure the fire taking, that it gained on him suddenly; and it was not without being much scorched, and the risk of being suffocated, that we could approach the ship to take him in. The loss to the service would have been very great, had we not succeeded in our endeavours to save him. Mr. Knight, midshipman of the Windsor Castle, who was in the boat with me, shewed much activity and address on this occasion, as well as firmness throughout the day.

The explosion of a second powder vessel, equally unexpected, and with a shock even greater than the first, again put us in the most imminent danger of perishing; and when it is considered that we were within the sphere of the falling timber, it is next to miraculous that no one piece of the many which made the water foam round us, happened to touch either the Swallow or the three boats with me.

Having now set fire to every thing within our reach, exhausted our combustible preparations, and our strength to such a degree that the men absolutely dropped on the oars, we directed our course to join the Fleet, running the guantlet under a few ill-directed shot from the forts of Balaqué and Aiguilette, now occupied by the enemy, but fortunately without loss of any kind. We proceeded to the place appointed for the embarkation of the troops, and took off as many as we could carry. It would be injustice to those officers whom I have omitted to name (from their not having been so immediately under my eye) if I did not acknowledge myself indebted to them all for their extraordinary exertions in the execution of this great national object, the quickness with which the inflammation took effect on my signal, its extent, and

duration, are the best evidences that every officer and man was ready at his post, and firm under most perilous circumstances. I therefore subjoin a list of the whole who were employed on this service.

We can ascertain that the fire extended to at least ten sail of the line; how much further we cannot say. The loss of the general magazine, and of the quantity of pitch, tar, rosin, hemp, timber, cordage, and gunpowder, must considerably impede the equipment of the few ships that remain.

I am sorry to have been obliged to leave any; but I hope your Lordship will be satisfied that we did as much as our circumscribed means enabled us to do in a limited time.

I have the honour to be
Your Lordship's obliged and very obedient humble servant,
W. SIDNEY SMITH.

The Right Hon. Lord Hood, &c.

A List of the Officers employed, under the Orders of Sir SIDNEY SMITH *Commander Grand Cross of the Royal Military Order of the Sword, in the Service of burning the* French *Ships and Arsenal of* Toulon, *in the Night of the* 18*th* December 1793.

CAPTAIN Hare, of the Vulcan Fire Ship.
Captain Edge of the Alert Sloop.
Don Pedro Cotiella, Adjutant, } Lieutenants of the Spanish Navy.
Don Francisco Riguielme, }
Don Francisco Truxillo, commanding a Mortar Boat.
Lieutenant C. Tupper, }
Lieutenant John Gore, } In the Victory's Boats.
Mr. Eales, Midshipman, }
Lieutenant John Melhuish, } Of the Alert Sloop.
Lieutenant Richard Holloway, }
Lieutenant Mathew Wrench, }
Lieutenant Th. Foord Richmond, }
Mr. Andrews, Master, } Of the Vulcan Fire Ship.
Mr. Mather, Gunner, and }
Mr. Jones, }
Lieutenant Ralph Willet Miller, }
Lieutenant John Stiles, }
Mr. Richard Hawkins, } In the Windsor Castle's Boats.
Mr. Thomas Cowan, }
Mr. William Wright, }
Lieutenant Pater, }
Lieutenant Middleton, } Of the Britannia.
Mr. Watson, Midshipman, }
Mr. Valliant, Midshipman, }

Lieutenant Hill, of the Swallow Tender.
Lieutenant Priest, of the Wasp Gun Boat.
Lieutenant Morgan, of the Petite Victoire Gun Boat.
Lieutenant Cox, of the Jean Bert Gun Boat.
Mr. Young, of the Union Gun Boat, killed.
Ensign Ironmonger, of the 18th, Royal Irish.

John Skringer, Boatswain's Mate,
James Young, Gunner's Mate,
Thomas Clarke, Carpenter's Mate,
Thomas Knight, Quarter Master,
John Wilson, Advanced Centinel.

} Of the Swallow Tender, and who performed the Service of preparing combustibles.

W. SIDNEY SMITH.

NOTE.

Particulars relative to the above Officers since the Evacuation of Toulon.

Captain Charles Hare was made Post Captain in 1794; and in consequence of the wounds he received by the explosion in priming his fire-ship, the Vulcan, has a pension of 200l. per annum.

Captain Edge was made Post in 1795.

Lieutenant C. Tupper was killed in 1794, at the siege of Bastia.

Lieutenant C. Gore was made Post Captain in 1794, and now commands the Triton frigate in the Mediterranean.

Lieutenant Ralph Willet Miller was confirmed Post Captain in 1796, and commanded the Captain, of 74 guns, under Lord Nelson, in Earl St. Vincent's action with the Spaniards, and the Theseus in the battle of the Nile.

Lieutenant Pater was made Post Captain in 1795; commanded the Ca Ira, when she was burnt in St. Fiorenza Bay, Corsica; and now commands the Shannon frigate in the Channel.

Lieutenant Middleton was made Post Captain in 1794, and commanded the Lowestoffe in the action she and the Dido, Captain Towry, had with La Minerve of 40 guns, and L'Artemise of 30 guns. (Vide particulars in our Seventh Number, pages 91 and 92.) This officer now commands the Flora frigate of 36 guns, in the Mediterranean.

Lieutenant John Stiles, Mr. Richard Hawkins, and Mr. Thomas Cowan, Midshipmen, were promoted to the rank of Commanders in 1797.

Lieutenants John Melhuish, Richard Holloway, and Joseph Priest, appear still on the list of Lieutenants.

Query. Whether the others, of whom we have given no particulars, are dead or promoted?

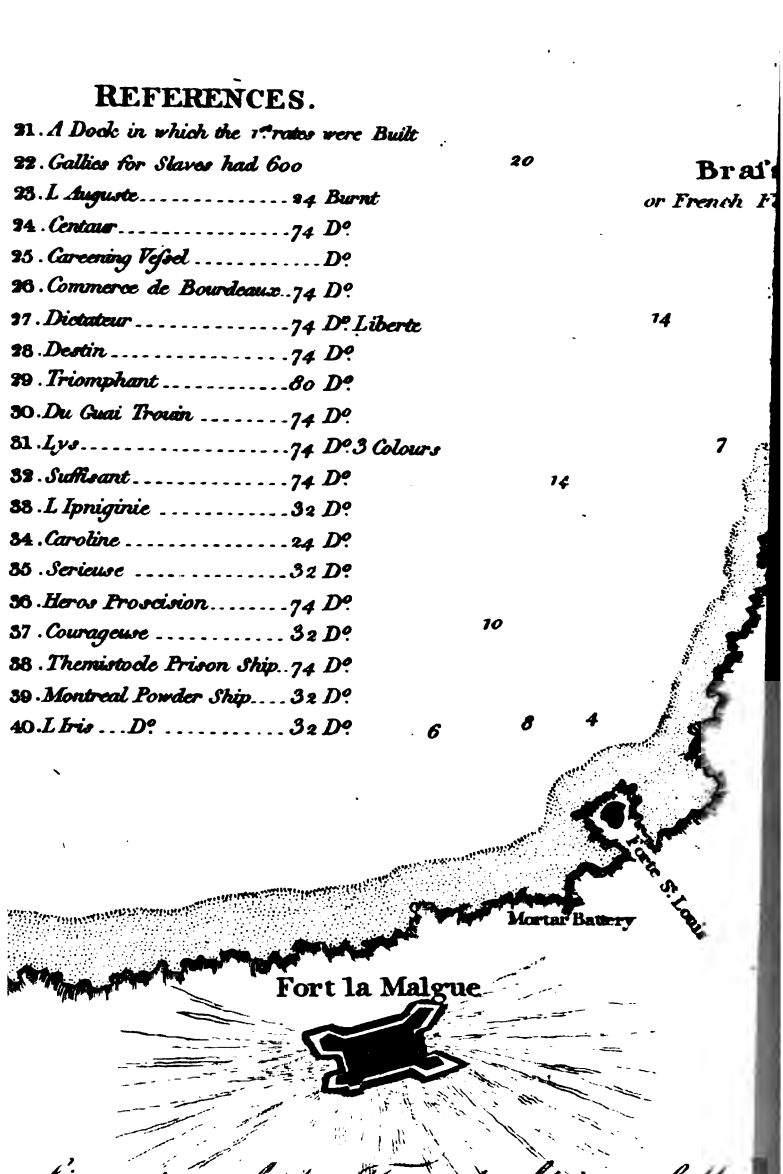
No. XX.

A List of the armed Ships, &c. which have been taken into his Majesty's Service, and equipped from the Arsenal at Toulon, by Order of the Right Hon. Samuel Lord Hood, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, &c. &c. &c.

Ships Names.	Extreme Length.	Breadth.	Depth.	Tonnage nearly.	No. and Nature of Guns.	Complement of Men appointed.	When taken into the Service.	Remarks, and Qualities of Ships and Vessels.
	French Ft. In.	French. Ft. In.	French Ft. In.				1793	
Aurora (armed ship)	130 0	33 6	17 0	700	32 { 26 12-prs 6 6-prs. }	125	11 Sept.	Taken up from the Arsenal at Toulon for particular services; and ever since employed with a master and commander, and two lieutenants. Having been formerly on the French establishment of a 32 gun frigate.
La Bellette (ditto)	120 0	32 0	16 0	600	24 8-prs.	124	26 Sept.	Ditto, and two lieutenants ditto ditto corvette
Mulet (ditto)	112 0	27 0	13 6	400	20 6-prs.	120	29 Nov.	Ditto, and one lieutenant ditto ditto gabarre
Proselyte (ditto)	144 0	36 6	18 0	900	32 { 26 12-prs 6 9-prs. }	120	13 Dec.	Ditto, and one lieutenant ditto ditto gabarre N. B. Burnt off Bastia
Mozelle (ditto)	112 0	27 0	13 6	400	20 6-prs.	120	30 Oct.	Ditto, and two lieutenants ditto ditto gabarre N. B. Went into Toulon after the evacuation.
Sincere (ditto)	112 0	27 0	13 6	400	20 6-prs.	120	24 Nov.	Ditto, and one lieutenant ditto ditto gabarre
Lutine (bomb)	136 0	34 6	17 6	800	32 { 26 12-prs 6 6-prs. }	120	28 Oct.	Ditto, and one lieutenant ditto ditto frigate
L'Alert (brig)	80 0	24 0	12 0	180	14 6-prs.	100	11 Sept.	Ditto, and one lieutenant ditto ditto aviso Burnt at Toulon the night of the evacuation.
Jean de Bert (gun boat)					4 { 2 8-prs. 2 6-prs. }	16	3 Sept.	Ditto, and commanded by a lieutenant.
Viper (armed zebeque)					4 6-prs.	20	3 Sept.	Ditto, and commanded by a lieutenant. N. B. Lost in Hieres Bay
Serpent (gun boat)					1 18-pr.	15	3 Sept.	Ditto ditto N. B. Sunk at the evacuation.
Du Bivac (ditto)					1 6-pr.	10	9 Sept.	Ditto ditto N. B. Laid up five weeks before the evacuation of Toulon, being useless.
Le Petite Boston (armed schooner)					2 { 4-prs. 4 swiv. }	18	10 Sept.	Ditto ditto
Petite Victoire (armed tartan)					2 6-prs.	10	5 Sept.	Ditto ditto N. B. Lost off Cape Corse.
Floating Battery, No. 1.					4 24-prs.	240	13 Sept.	Ditto ditto N. B. Sunk the night of the evacuation.
Ditto, No. 2.					4 24-prs.	20	13 Sept.	Ditto ditto Ditto.
Ditto, No. 3.					4 24-prs.	20	18 Sept.	Ditto ditto N. B. Sunk by the enemy's shot at Toulon.
Vigilant (armed galley)					4 { 2 6-prs. 2 3-prs. }	20	21 Sept.	Ditto ditto
La St. Croix (armed schooner)					{ 3 swiv.	8	23 Oct.	Ditto ditto

REFERENCES.

21. *A Dock in which the 1st rates were Built*
22. *Gallies for Slaves had 600*
23. *L Auguste* ..... 24 *Burnt*
24. *Centaur* ..... 74 *Do*
25. *Careening Vessel* ..... *Do*
26. *Commerce de Bourdeaux* .. 74 *Do*
27. *Dictateur* ..... 74 *Do Liberte*
28. *Destin* ..... 74 *Do*
29. *Triomphant* ..... 80 *Do*
30. *Du Guai Trouin* ..... 74 *Do*
31. *Lys* ..... 74 *Do 3 Colours*
32. *Suffisant* ..... 74 *Do*
33. *L Ipniginie* ..... 32 *Do*
34. *Caroline* ..... 24 *Do*
35. *Serieuse* ..... 32 *Do*
36. *Heros Proscision* ..... 74 *Do*
37. *Courageuse* ..... 32 *Do*
38. *Themistocle Prison Ship* .. 74 *Do*
39. *Montreal Powder Ship* .... 32 *Do*
40. *L Iris* ... *Do* ..... 32 *Do*



Situation of the French Ships of War
AT TOULON,
on the Evening of the 18th Decr 1793.

Scale of Toises.

300 200 300 400 500

Italia

North by Compass Variation 19. 30

Brasse to 5½ Feet English

Toise to 6½ Do

A Standard for LOUIS *the 17th was hoisted*

No. XXI.

List of Ships, Frigates, and Corvettes, belonging to the Department of Toulon *in* August 1793, *when Admiral Lord* Hood *took Possession of that Port, distinguishing such as were set fire to, burnt, and destroyed, or taken into his Majesty's Service, and brought away at the Evacuation; also those which have since that Period been captured, burnt, sunk, or destroyed.*

LIST (A).

In the Outer Road, and ready for Sea, when Lord Hood *entered with his Majesty's Fleet.*

Ships.	*Guns.*	*Remarks.*
Le Commerce de Marseilles	120	Brought away from Toulon by Lord Hood.—The Commerce de Marseilles is now a prison ship at Plymouth, and the Pompeé (Captain Stirling) is in the Mediterranean.
Le Pompeé	74	
Le Tonnant	80	Set on fire, but not destroyed so as to prevent being afterwards repaired. Both taken on the 1st of August 1798, by Lord Nelson, in the battle of the Nile.
Le Hereux	74	
Le Centaur	74	Burnt at Toulon on the 18th of December 1793, the night of evacuation, and destroyed.
Le Commerce de Bourdeaux	74	Set on fire, but not destroyed so as to prevent being afterwards repaired.
Le Destin	74	Burnt at Toulon on the 18th of December 1793, and destroyed.
Le Lys	74	Burnt at ditto, and destroyed.
Le Heros	74	Burnt at ditto, and destroyed.
Le Themistocle	74	Burnt at ditto, and destroyed.
Le Duguay trouin	74	Burnt at ditto, and destroyed.
Le Patriote	74	These four ships being deemed in the worst state, were sent to the ports of Brest, Rochfort, and L'Orient, with 5000 turbulent and disaffected French seamen.
L'Apollon	74	
L'Orion	74	
L'Entréprenant	74	
Le Scipion	74	Burnt by accident at Leghorn.
Le Genereux	74	Not destroyed; and escaped from the battle of the Nile; and afterwards captured the Leander of 50 guns.

In the Outer Road, total 17 Ships of the Line.

FRIGATES.

La Perle	40	Brought away from Toulon, afterwards commissioned, and called the Amethyst; lost at Alderney 29th December 1795.
L'Arethuse	40	Brought away from Toulon, afterwards commissioned, and called the Undaunted; foundered on the Morant Keys, West Indies.
L'Aurore	32	Taken into his Majesty's service: now a prison ship at Gibraltar.
La Topaze	32	Brought away from Toulon; afterwards taken into the service, and commanded by Captain Church on the Halifax station.

Ships.	*Guns.*	*Remarks.*
L'Alceste - -	32	Given to the King of Sardinia as a compensation for the frigate taken by the French at Nice.

In the Outer Road, Total five Frigates.

CORVETTES.

La Poulette - -	26	Brought away from Toulon; afterwards commissioned, and burnt at Ajaccio, Corsica (20th October 1796), being unserviceable.
Le Tarleton - -	14	Brought away from Toulon, and afterwards taken into his Majesty's service.
La Caroline - -	20	Burnt at Toulon on the 18th of December 1793.
L'Auguste - -	20	
La Bellelle - -	26	Taken into his Majesty's service at Toulon; Lieutenant Soccombe appointed Commander; and burnt at Ajaccio, Corsica (20th October 1796), being unserviceable.
La Proselyte - -	24	Taken into his Majesty's service at Toulon, and commanded by Captain Sericold; burnt by red-hot shot from the enemy's batteries (May 1794) at the siege of Bastia.
La Sincere - -	20	Taken into the service at Toulon, and Lieutenant Shields appointed Commander.
La Mulet - -	20	Taken into the service at Toulon, and Lieutenant Bullen appointed Commander.
La Mozelle - -	20	Taken into the service at Toulon; Lieutenant Bennet appointed Commander; and on going into Toulon after the evacuation, she was taken by the French; since retaken by L'Aimable, Sir H. Burrard, in the Mediterranean, May 1794.—La Mozelle, Captain Brisbane, carried the first intelligence to Sir Geo. K. Elphinstone, at the Cape of Good Hope, respecting the destination of the Dutch Fleet under Admiral Lucas.
La Lamproye - -	20	Taken into the Neapolitan service.
La Petite Aurore - -	18	Taken into the Spanish service.

In the Outer Road of Toulon. In all, 17 Ships of the Line, 5 Frigates, and 11 Corvettes *.

LIST (B).

In Harbour, refitting, at the Time Lord HOOD *entered* Toulon.

Ships.	*Guns.*	*Remarks.*
Le Triomphant -	80	Burnt at Toulon on the 18th of December 1793.
Le Tonnant - -	74	

* It is to be remarked, that out of the above number of Ships of the Line, Frigates, and Corvettes, which were ready for sea on our taking possession of Toulon, only three Line of Battle Ships remaining were accidentally saved by the French at the evacuation from being totally destroyed by fire—the British Admiral deeming it of most consequence to burn or bring away such ships as had been recently fitted and ready for sea.

Ships.	*Guns.*	*Remarks.*
Le Puissant - -	74	Brought away from Toulon; commanded by Monsieur Ferrand, who lay with this Ship several weeks during the siege against a French battery of twenty-four guns, twenty-four pounders, at the head of La Seine, in Toulon Harbour, and conspicuously distinguished himself. He receives a pension of 200l. a-year from Government.—Le Puissant is now a receiving ship at Spithead.
Le Dauphin Royale - -	120	This Ship was entrusted to the Spaniards to burn; her name was first changed to the *Sans Culottes*, and afterwards to *L'Orient*; blown up in the memorable action of the Nile.
FRIGATE.		
La Serieuse - - -	36	Set on fire at Toulon 18th December 1793, but not destroyed so as to prevent her being repaired.—She was sunk on the 1st of August 1798, by Lord Nelson, in the battle of the Nile.

In the harbour refitting. In all, four Ships of the Line and one Frigate.

LIST (C).

In the Inner Harbour and Bason, and in Want of complete Repair.

Ships.	*Guns.*	*Remarks.*
Le Mercure - -	74	Set fire to at Toulon the 18th of December 1793, but not destroyed so as to prevent being repaired.—Taken on the 1st of August 1798, by Lord Nelson, in the battle of the Nile.
La Couronne - -	80	Burnt at Toulon the 18th of December 1793.
Le Conquerant - -	74	Set on fire at Toulon, but not destroyed so as to prevent being repaired.—Taken on the 1st of August 1798, in the battle of the Nile.
Le Dictateur - -	74	Burnt at Toulon the 18th of December 1793.
Le Languedoc - -	80	Intrusted to the Spaniards to be burnt, consequently saved to the French.
Le Censeur - -	74	Intrusted to the Spaniards to be burnt, consequently saved to the French; afterwards taken by Admiral Hotham's squadron; and since retaken by a French squadron off Cape St. Vincent's, October 1795.
Le Guerrier - -	74	Intrusted to the Spaniards to be burnt, consequently saved at Toulon.—Taken on the 1st of August 1798, by Lord Nelson, in the battle of the Nile.
Le Souverain - -	74	Intrusted also to the Spaniards to be burnt, consequently saved at Toulon; afterwards called *Le Souverain Peuple*; and taken on the 1st of August 1798, by Lord Nelson, in the battle of the Nile.
L'Alcide - -	74	Deemed unserviceable, and intrusted also to the Spaniards to be burnt.—In the action with Admiral Hotham's fleet (13th July 1795), she struck to the Victory, and soon after caught fire, and was blown up; and *only* three hundred of the crew saved.

FRIGATES.

Ships.	Guns.	Remarks.
La Courageuse	36	Set fire to at Toulon on the 18th of December 1793, but not destroyed so as to prevent being repaired.—Taken in July 1799, by the Centaur, Captain Markham.
L'Iphigenée	32	Set fire to at Toulon, but not destroyed so as to prevent her being repaired.
L'Iris	32	Powder magazines, intrusted to the Spaniards to be sunk, instead of which they were (as it is now believed with a diabolical intention) blown up, when the British Fleet was getting out of the harbour, and by the explosions some of our brave officers and seamen lost their lives.
Le Montreal	32	
La Lutine	32	Taken into his Majesty's service at Toulon as a bomb vessel, and Lieutenant J. M'Namara (now Captain of the Cerberus) first appointed Commander; at present in the North Sea.

CORVETTES.

L'Alerte	26	Set on fire at Toulon the 18th of December 1793, but not destroyed so as to prevent her being repaired.—Since run ashore by the Flora, off Brest.
La Bretonne	18	Intrusted to the Spaniards to be burnt, but saved to the French.

Total in the Inner Harbour and Basin wanting repairs, nine Line of Battle Ships, five Frigates, and two Corvettes.

BUILDING.

One Ship of	74	Set on fire at Toulon the 18th of December 1793, but not destroyed so as to prevent her being repaired *.—Name unknown.
One Frigate of	40	Burnt at Toulon the 18th of December 1793.—Name unknown.

LIST (D).

Ships in Commission prior to Lord HOOD*'s taking Possession of* Toulon, *and which were then cruising in the* Levant, *or employed on various Services.*

Ships.	Guns.	Where stationed in 1793, and Remarks.
Le Duquesne	74	At first in the Levant, afterwards at Tunis, &c.
La Sybille	44	Up the Levant. Taken by the Romney, Captain Paget, at Miconi (17th June 1794); and Lord Hood appointed Captain D. Cooke to command her. She was paid off and repaired, and Captain Cooke re appointed to the command. Now in the East Indies, where she has recently taken *La Forte*, of superior force, after a gallant action of one hour and an half.

* *Query*, If the 74 be not the Spartiate, taken by Lord Nelson.

Ships.	*Guns.*	*Where stationed in* 1793, *and Remarks.*
La Sensible	36	Stationed in the Levant. Taken by the Sea Horse, Captain Foote, coming from Malta, June 1798.
La Melpomene	40	In the Levant and at Corsica. Taken the 10th of August 1794, by Lord Hood's squadron, at the surrender of Calvi, Corsica.—Now in Channel Service, and lately commanded by Sir Charles Hamilton, Bart.
La Minerve (now St. Fiorenzo)	40	Stationed in the Levant and off Corsica. Taken by Lord Hood's squadron in the Bay of St. Fiorenzo, Corsica; having been sunk (19th February 1794) by the English batteries, and was afterwards weighed by the Ships of the squadron. Now commanded by Sir Harry B. Neale, in the Channel service.
La Fortunée	36	Stationed in the Levant and off Corsica; and when attacked by the English batteries, and Lord Hood's squadron, she was burnt by the enemy at her anchorage (19th February 1794), the crew having abandoned her, and escaped to Bastia.
L'Imperieuse	40	Taken on the 11th of October 1793, in the Bay of Especia, by the Captain, of 74 guns, Captain Reeve, and Speedy sloop, Charles Cunningham, Commander, having been detached from Lord Hood's squadron at Toulon.—Captain Cunningham was first made Post into her: and she was afterwards commanded by Captain Wolsely till paid off.—When re-commissioned, Lord Augustus Fitzroy was appointed to command her, and ordered to the Cape of Good Hope. She is now in the East Indies, commanded by J. Rowley.
La Modeste	36	Taken out of Genoa, on the 7th of October 1793, by the Bedford, Captain Man, and others of the squadron detached from Toulon under Rear Admiral Gell's orders.—Captain T. B. Martin, now of the Fishguard, was first made Post into her.—At present repairing at Portsmouth.
La Mignone	32	Stationed at Corsica, and taken by Lord Hood's squadron on the surrender of Calvi (10th August 1794).—Lieutenant Ralph W. Miller (now Captain of the Thetis) was first appointed to command her, but was not confirmed Post till the beginning of 1796.—This frigate was burnt at Ferajo, 31st July 1797, being unserviceable.
La Junon	40	Stationed in the Levant; and taken July 1799, by the Centaur, Captain Markham.
La Vestale	40	Stationed at Villa Franca. Taken by the Terpsichore, Captain R. Bowen, off Cadiz (13th December 1796); retaken next day.

CORVETTES.

Ships.	*Guns.*	*Where stationed in* 1793, *and Remarks.*
La Fleche	24	Stationed in the Levant. Taken by Lord Hood's squadron, 21st May 1794, on the surrender of Bastia. Lieutenant Camé appointed to command her. Lost in St. Fiorenzo Bay, November 1795. Crew saved.
La Fauvette	24	Stationed in the Levant. Supposed still to exist in the French Navy.
L'Eclair	20	Stationed at Smyrna, and taken July 1793, by Lord Hood's Fleet, on her return to Toulon. Now at Sheerness in want of repair.
La Badine	24	Stationed at Villa Franca, and supposed still to exist in the French Navy.
Le Hazard	20	
La Brune	24	

In all cruising and employed in various services prior to Lord Hood's taking possession of Toulon, one Ship of the Line, ten Frigates, and six Corvettes.

Total Ships in the foregoing Lists (A), (B), (C), (D), *belonging to the Department of* Toulon, August 1793.

Line of Battle Ships.			Total of the Line.	Total Frigates.	Total Corvettes.
Of 120 Guns.	Of 80 Guns.	Of 74 Guns.			
2	4	26	32	22	19

RECAPITULATION *of the Number of Ships, Frigates, and Corvettes, in the Outer Road, Inner Harbour, Bason, and Arsenal of* Toulon, *in* August 1793, *and the Number taken into the Service, disposed of, brought away, burnt, and destroyed, between the 1st of* September *and the 18th of* December 1793 *inclusive; together with those since taken, burnt, sunk, or destroyed.*

	Ships of the Line.	Frigates.	Corvettes.
Total Ships in Toulon—2 of 120 guns, 4 of 80 guns, 25 of 74 guns, 22 frigates, and 13 corvettes or sloops	31	12	13
Sent as cartels to Brest, Rochfort, and L'Orient, September 1793	4		
Taken into his Majesty's service between the 3d of September and the 13th of December 1793, besides 11 armed zebecs, gun-boats, and galleys		2	5
Taken into the service of the Spaniards, Neapolitans, and Sardinians		1	2
Burnt and totally destroyed at the evacuation of Toulon	10	3	2
N. B. *Six others had been set fire to, but did not burn so as to prevent being repaired.*			
Burnt by accident at Leghorn	1		
Brought away from Toulon, and afterwards taken into his Majesty's service, including one ship of 120 guns	3	3	2
Total disposed of, taken, burnt, and destroyed	18	9	11

	Ships of the Line.	Frigates.	Corvettes.
Ships remaining at Toulon on the 18th of December 1793, including six of the line considerably damaged from having been also set on fire	13	3	2
Taken, burnt, sunk, or destroyed, of the above remaining Ships since the evacuation of Toulon, by Lord Nelson and others, as mentioned in the foregoing list, including the remaining ship of 120 guns, and one of 80 guns	8	2	1
Supposed to exist in the French Navy of the Ships left undestroyed at Toulon	5	1	1

It is to be observed, that in addition to the ten sail of the line, three frigates, and two sloops, completely destroyed, the following ships were set on fire by Sir Sidney Smith, and the officers under his orders, viz. of the line, Le Tonnant, Le Heroeuse, Le Mercure, Le Conquerant, Le Commerce de Bourdeaux, and a ship building, name unknown; also the frigates, La Serieuse, Courageuse, and Iphigenie *.—And although it afterwards turned out that these Ships were not burnt so completely as the other ten sail of the line, &c. so as to prevent their being rebuilt and repaired; yet the damage they received was considerable: and as all the stores in the arsenal had been consumed or burnt, a long time elapsed before the enemy, with all his exertions, could get the Ships left undestroyed ready for service. It remained, therefore, only for the Spaniards to burn the seven ships of the line, which were in the Inner Harbour and Bason; and had they co-operated in the scene of conflagration in the manner pre-concerted, and which the Spanish Admiral had pledged himself to the British Admiral would have been done, every remaining Ship must have been completely destroyed.

RECAPITULATION *of the Number of Ships belonging to the Department of* Toulon *employed in the* Levant, *at the Time Lord* HOOD *entered that Port, and the Number taken while in Possession, and since the Evacuation, contained in List marked* (D).

	Ships of the Line.	Frigates.	Corvettes.
Total stationed in the Levant, Corsica, &c.	1	10	6
Total taken, burnt, sunk, or destroyed, by Lord Hood's squadron, as named in list (D),		7	2
Taken by other cruizers		2	
Taken by Lord Hood's squadron and other cruizers		9	2
Supposed still to exist in the French Navy	11	1	4
Total Ships of war taken, brought away, burnt, sunk, or destroyed, by Admiral Lord Hood, between the 11th of September 1793, and the 10th of August 1794, as named in lists (A), (B), (C), (D)	14	6	13

* The first named four sail of the line have been taken by Lord Nelson in the battle of the Nile; and as there is reason to suppose the Ship building was named the *Spartiate*, it will make five sail of the line since taken out of the six. La Serieuse frigate was sunk in the Bay of Aboukir; and the Courageuse has been recently taken by the Centaur.

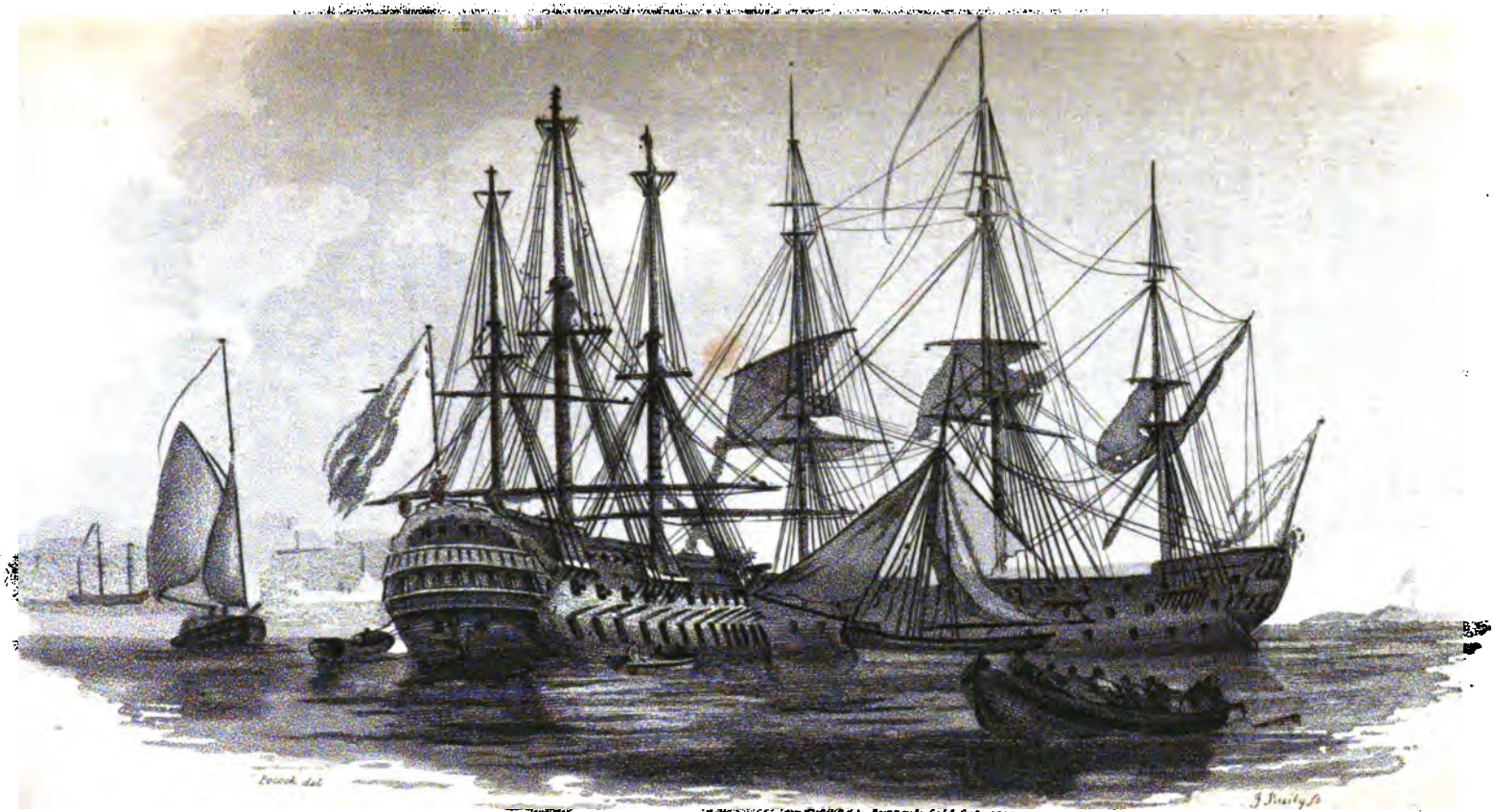
It is with pleasure we contemplate the Naval achievements, which in so short a period gave the first deadly blow in this war to the maritime strength of the French in the Mediterranean; and we cannot sufficiently appreciate the zeal, activity, and talents of the Veteran Chief by whom they were directed.—It is perhaps the only instance recorded in the Naval Annals of this, or any other nation, where it has fallen to the lot of one Commander in Chief to take, burn, sink, or destroy (in less than twelve months) so many of the enemy's line-of-battle ships and frigates.

Captain Horatio Nelson, then commanding the Agamemnon of 64 guns, has ever been a distinguished favourite of Lord Hood's: that congeniality of sentiment which actuates great souls in matters of public service, requiring zeal, energy, and enterprise, as it were attracts and brings them together, notwithstanding a disparity of years and rank in the service.—This intrepid Officer, therefore, had his share of the duties and enterprise in the period alluded to; which he so gloriously followed up in the battle of the Nile, where in one night the remaining force of the original squadron belonging to the Toulon department was nearly annihilated.

DESCRIPTION OF PLATE XIX.

Correct Portraits of two Russian Ships, each of 64 Guns, as they lay at Anchor off Sheerness, in the Year 1796.

THE Russian Ships differ little in their construction from ours: the stern is generally plain, and snug, without much carving; their masts are nearly at equal distances. Their Ships are also easily known from the bowsprit's *steeving* much more than those of the English. In the Captain's barge, the Russian sailors row with short oars, two men on each thwart. Nothing can exceed the coarse fare with which they are contented; even the bread and broth of Sparta, must be considered as delicacies to the train oil, which the Russian mariner receives as his repast.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Published by Bunney & Gold, Oct 1 1799
J. Storer Sc

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN CURGITE VASTO!

No. VII.

MR. EDITOR,

FOR the services rendered the late Empress of Russia, in a war between the Russians and Turks, and for various improvements in agriculture, husbandry, &c. Sir Samuel Standidge, Knt. of whom you gave an account in your eighth number (page 121), was honoured, in the year 1797, with a Russian diploma, which contained the following address in that language:

"Under the protection of his Imperial Majesty, Paul the First, Emperor of all the Russias, the Free Economical Society, occupied in encouraging agriculture, and economy, in Russia, having added, with unanimous voice, Sir Samuel Standidge, Knt. to the number of its members, makes known by these presents, that he is associated in their labours, also in all their rights and prerogatives, which are, or may be granted to the members of this Society."

Given at Petersberg, May 23, 1797.

Signed by ANDREW DE NARTOU, President, Privy Counsellor, &c. BASILE SEWERGEN, Member of the Academy, and Economical Society, and perpetual Secretary. JOHN ALBERT EULER, College Counsellor, and perpetual Secretary of the Economical Society.

SPANISH ARMADA.

THE custom of eating Goose on Michaelmas Day, like many others of old English Cheer, is said to have originated with Queen Elizabeth: being on a visit to one of her Sea Ports, when our Fleet had gone out to oppose the Spanish Armada, just as she had one day sat down to dinner, of which a goose formed a part, news of the total defeat of the enemy arrived. Her Majesty, at the immediate moment, ordered that the dish then before her, might be served up on every 29th of September, in commemoration of the event.

HOLLAND.

Originally part of the Territory of the Belgæ, conquered by the Romans, 47 before Christ. A sovereignty founded by Thierry, first Count of Holland, A. D. 868; continued until 1417, when it passed by surrender to the Duke of Burgundy, A. D. 1534. Being oppressed by the Bishop of Utrecht, the people ceded the country to Spain.

The Spanish Tyranny being insupportable, they revolted, and formed the Republic, now called the United Provinces, by the union of Utrecht, 1579. The office of Stadtholder, or Captain General of The United Provinces was made hereditary in the Prince of Orange's family, not excepting females, 1747. A revolt formed, but prevented by the Prussians 1787. Invaded by the French in 1793, who took possession of it January 1795, and expelled the Stadtholder. It is situated between 51 degrees 20 minutes, and 53 degrees 35 minutes, of north latitude; and between 2 and 7 degrees of east longitude; containing about 2,758,632 souls, upon a surface of near 10,000 square miles. Their Marine consisted of upwards of 100 vessels.

PEYROUSE.

"I am convinced," says the unfortunate Peyrouse in his voyage, "that water, if it be good, is equally salubrious, whether new or old. It is a general fact, that in long voyages, the officers prefer for their own use, the water shipped at the port of their equipment, to any they procure afterwards; and that they drink the former to the end of the expedition.

In determining the longitude by the distance between the sun and moon, Mr. Langle, who accompanied Peyrouse, says, they preferred the reflective circles, invented by M. de Borda, to sextants.—This instrument was originally invented by Tobias Meyer, a celebrated astronomer of Gottingen, but much improved by the Chevalier de Borda, and M. J. H. de Magellan. It was used by the French in their part of the operation for determining the difference between the meridians of Paris and Greenwich. The circular rim is divided into 720 degrees, each degree into three equal parts; and the division carried to minutes by means of the index scale, as in other instruments. It is intended to obviate the errors arising from the sextant, and particularly the inaccuracies of the division on the limb.

Though Captain Cook, says the French editor of Peyrouse, in a note, professes *a hope that no more will be said of a Southern Continent*, it will be of service, some ages hence, to determine the progress which the ice may make towards the equator; and thus establish a proof of the ingenious theory of Buffon, that the earth is gradually losing its heat: but it will require many centuries to establish a probable system; for navigators have met with ice in an higher or lower latitude, at the same periods of different years. Those engaged in the Whale Fishery, who go annually to Spitsbergen, have, it is said, once penetrated within one degree of the Pole; and a passage to the north appears to have been navigated by Lorenzo Ferret de Maldonado, of whom I shall elsewhere speak; but this has never since been met

with by our most intrepid navigators, who have been constantly repulsed by the ice.

The following anecdote forms the subject of an old Naval Ballad which we have not yet been able to recover:—Some abuses having crept into the Navy, more particularly respecting the Press Service, Duke William, of Cumberland, who had the honour of the Navy much at heart, resolved to search into the truth; and if he found the reports just, to bring the offenders to the punishment they merited. Accordingly one morning, with a Naval Officer of rank, whose name does not appear, both of them dressed as private sailors, went to Wapping; where on entering a public-house, they desired the landlady to furnish them with a private room, which they would liberally pay for; having heard since they came on shore *that the Press was very hot.* Their treacherous hostess took the money with a low curtesy, and after shedding many tears at the different cruelties exercised by such people, and relating the many instances of men she had saved, retired; when she immediately sent for a Press Gang, and related the whole story, observing withal, *that one of them was so fat he was scarcely worth the shipping.* The Press Gang burst into the room:—after a well-feigned resistance, the Duke, and his friend, suffered themselves to be dragged on board the Tender. They were roughly interrogated, and severely reprimanded for daring to resist his Majesty's officers. The Duke answered for both, and inveighed against them in sharp terms for using men so cruelly: upon which they were both ordered down below. This the Duke absolutely refused to comply with. The captain of the Tender, exasperated beyond measure at his firmness, told them, they should soon know who he was; and ordered them to be stripped and flogged. The Duke exclaimed, *Strip me if you dare!* This was not to be endured; the Captain struck his Royal Highness with a cane, the sign to his men to strip their victim by force; but they had no sooner taken off his blue jacket, than they perceived the Star.—The tables were now turned—the Duke immediately declared himself, and soon found the whole party on their knees imploring his forgiveness. He ordered the Captain to be secured, whilst he went below; where a dreadful scene of the most savage barbarity soon presented itself:—some bleeding from the repeated lashes they had received, others gasping for life, from want of air. The Duke immediately returned to town, and laid the whole before the Admiralty, which for a season had a good effect.—Officers alone of approved character and humanity should be intrusted with this service; which, under proper regulations, would often prove a blessing to society, in securing those who just keep within the limit of the law, and enjoy their Village Plunder unmolested. *Such cha-*

matters are known in every hamlet, and by application to the overseers might always be discovered.

THE TEXEL.

Is a small island on the coast of Holland, off the mouth of the ZUYDER ZEE, which is separated from the Continent by a narrow channel, through which most Ships pass that are bound to Amsterdam. It has a strong castle, in which is a good garrison, that commands the Entrance. It is in lat. 53 deg. 5 min. N. and longitude 11 deg. 37 min. E. There are four churches on the Island, of which the westernmost has an high spire steeple, and is called St. John's, but by the Pilots WESTYEND, WESTERN, or WHEMBUS; and to the southward of that is another Spire Steeple called the Hoorn. The third, which is called the Burgh, is a little to the northward of the two former; and the fourth, named the Oogh, or Koogh, is the northernmost of all, but has no steeple, and is covered with blue slates. This island of the Texel is about twenty-four leagues at N. N. E. somewhat northerly from the Mace, being a long, level, and low island; and all the coast of Holland between them is clear, and may be approached as near as to four or five fathoms, the land along the shore containing many towns, churches, and steeples, that serve as marks for running along the coast. At the N. E. end of this island of the Texel, is the peninsula or island called Eyerland, which is only separated from it by high tides, so as to render it an island, which shews off at Sea like little Hummocks on a small flat island, and has only two or three houses upon it. The Broad Fourteens, a bank so called, lies about five or six leagues without the Texel, to the N. E. and has a small tail lying about N. from it, and to the N. W. of Vlieland, or Fly Island. The Texel has several marks for sailing into its Road by the westward, through the several channels of *Land Deep*, *Sleuk*; and *Spaniards Gat*. The Texel is said to have been separated from the main land in the year 1170, by a dreadful inundation which overflowed Holland, Zealand, Friesland, and Flanders. On the 31st of July 1653, General Monk, afterwards Earl of Albemarle, engaged the Dutch in a naval battle near this island, in which the famous Admiral Van Tromp was killed. Twenty-six of the Dutch Vessels were either burnt, or destroyed, while the English lost only two.

In the year 1672, the English and French formed a plan, in concert, to make themselves masters of the Texel, which would have succeeded, had not the tide ebbed, contrary to its usual course, for twelve hours; which defeated their design. The most remarkable circumstance was, that nothing of this Ebb was perceived in the neighbouring places on the Coast.

TO record that praise which has been deservedly rendered to professional worth, is a leading object in our present work: we therefore most readily insert the following respectable testimony of approved merit:

"TO SAMUEL JOHN SPAN AND CO. ESQRS.

"GENTLEMEN, *London*, 18 *April* 1798.

"We have much satisfaction in conveying to you the contents of a letter received by the Master of Lloyd's, from Barbadoes, which speaks of the conduct of Captain Pocock, of your ship *Union Island*, in terms highly flattering to himself.

"Upon the receipt of this letter, Mr. Wood, of the house of Greig and Wood, well known to you, very handsomely proposed a subscription for a piece of plate, to be presented to him; to which the Underwriters, always ready to pay respect to merit so conspicuous, immediately assented.

"We have received upwards of sixty guineas, and shall proceed so, as to make the present acceptable to Captain Pocock; who so well deserves the approbation and thanks of the Underwriters, and of the Owners of vessels under his protection.

"We beg you will present to him, on his arrival, our tribute of applause with the pleasure we feel in communicating this to yourselves and him.

"We are,

"GENTLEMEN,

"Your obedient humble servants,

(*Signed*) "PEPPIN and M'INTOSH."

Copy of the Letter alluded to in the above.

CAPTAIN WILLIAM POCOCK, OF THE SHIP UNION ISLAND.

SIR,

We, the undersigned Masters of Vessels, beg leave to address you, on behalf of ourselves, our owners, and all others concerned.—After having sailed from Cork on the 12th of January last, in a Fleet for the West Indies, under convoy of two of his Majesty's Ships (the * Solebay and Stork), we thought it a misfortune to have been almost immediately separated from it, in a very severe gale of wind; until we found that there was left to us, in you, a convoy which still gave us confidence:—that confidence we were shortly convinced to have been well placed. Your ability, and activity, were equal in our service; and however we may feel ourselves inadequate to convey the sense we entertain of your unre-

* Captain Stephen Poyntz, 32 guns: Stork, 18 guns, Captain R. H. Pearson.

mitting attention, and the prompt and spirited protection you afforded us, we cannot forbear offering you the only tribute in our power, that of our most sincere thanks, which we request you to accept, in the warmest manner; and we assure you, Sir, that an high sense of your merit, and a grateful recollection of your entire conduct, will ever be entertained by,

SIR,

Your very obliged and very humble servants,

JAMES BRATHWAITE, Ship *Active*, of Lancaster.
HENRY ANDERTON, Snow *Alatea*, of Liverpool.
WILLIAM TOWERS, Snow *Albion*, of Ulverston.
JAMES HANNA, Ship *Peggy*, of Glasgow.
NICHOLAS BEGG, Ship *Betsey*, of Dublin.
WILLIAM PRIOR, Ship *Lady Longueville*, of Cork.
JOHN BRIDSON, Ship *Green Castle*, of Liverpool.
THOMAS JONES DRAKE, Ship *Maria*, of Bristol.
WILLIAM MOOR, *Caroline*, of Dublin.
JOHN EGAN, Ship *Lady Jane*, of Cork.
GEORGE SALE, Ship *Collin*, of Bristol.
J. COOK, Ship *Princess Royal*, of Bristol.
——— ROBERT, Brig *Hafter*, of Cork.
Ship *Hawk*, of Liverpool.
Brig *Jane*, of Glasgow.
Ship *Elis*, of Liverpool.

MR. EDITOR,

I HAVE to request you will be pleased to insert the following remarks:

There are few subjects which require more investigation than the Tonnage of Ships: for at present the mode of finding the tonnage of a ship is so replete with error, that a new method is required, and it would be worth the attention of the Public to bestow some great reward on the person, who gave the simplest and best method of calculating the Tonnage of Ships, and Vessels of various classes. The surest way to ascertain the truth of such a calculation, is by putting on board the Ship, or Vessel, a quantity of iron ballast, whose weight is known: it is to be regretted that every ship, when built, has not had her Tonnage ascertained in this manner, and inserted in her register. It might perhaps be thought *too tedious* to examine those already built, though great benefit would arise from it; for from the following List of Ships, with their supposed and actual Tonnage, it would appear that Ships, and Vessels, were not constructed in the Merchant Service for the purpose of sailing well with the wind in different directions, but to evade an heavy tax on Tonnage. If the real Tonnage of a Ship was taken, an alteration would soon be made in their construction *, for the better.

* There are brigs that will not sail above three knots upon a wind, one of which is to leeward; other brigs which with smooth water, and fine gales, will not go more than 4½ knots large. A fast-sailing 74 gun ship, on a frigate's mast, three top-sails, with the main-top-sail to the mast, and the helm midships, will sail three knots.

Difference of the actual Tonnage at the intended line of flotation, and the supposed Tonnage by the established measurement of the under-mentioned Ships. *Men of War have less Tonnage than they measure.*

Guns		Tons.	Tons.
100	Victory	304 less	1839 actual Tonnage. Supposed Tonnage, 2143 tons.
98	London	321 less	
74	Arrogant	476 less	
64	Diadem	353 less	
58	Leander	229 less	

Merchant Ships have more Tonnage than they measure.

The Hindostan East Indiaman measures 1248 tons, and carries 1890½ tons, which makes her larger than the Victory, by 51 tons freightage.

Northington East Indiaman measures 676 tons, and carries 1061½ tons.

Granby East Indiaman measures 786 tons, and carries 1179¼.

A collier measures 193 tons, and carries 266½.

Another collier measures 182 tons, and carries 254.

Many other Ships, and vessels, might be mentioned; but the above are no doubt sufficient to the impartial reader. X.

MR. COLQUHOUN'S

OBSERVATIONS ON NAVAL EMBEZZLEMENT.

The vast Extent and enormous Value of Floating Property laden and unladen in the Port of London in the Course of a Year.—The Means used in perpetrating small Thefts, and making Depredations upon the River Thames.—The systematic Facilities which are afforded by Receivers of stolen Goods of various Denominations, in Connection with the Plunderers on the River.—The additional Facilities arising from the present Mode of discharging Vessels into Lighters.—A Remedy proposed.

THE immense plunder and pillage of merchandize and naval stores upon the River Thames, has long been felt as a grievance of great magnitude, pressing exceedingly upon the Commerce of the Country, and deeply affecting the interest of the West India Planters, as well as every description of merchants and ship-owners trading to or from the port of London.

The subject of this chapter will therefore be confined to a detail of the means by which these robberies are perpetrated, and to the remedies which appear to be best adapted to the cure of such an enormous and growing evil; for certain it is that the increase has been regular and progressive, and that the easy manner in which property of this sort is

obtained and disposed of, occasions an accession of plunderers every year.

The prevailing practice of discharging and delivering the cargoes of ships by a class of aquatic labourers, known by the name of *lumpers* and *scuffle-hunters*, is one principal cause of the evil so severely felt; but it is not the only cause.

A considerable proportion of these labourers * have formed connections with various purchasers or receivers of whatever is stolen or pilfered, as well as with other associates, by which they acquire considerable facility and assistance in carrying on and in concealing a system of the most shameful depredation, in which, from practice and experience, they become adepts; and sanctioned as they are by habit and custom; and by being too often screened from detection and punishment, by those whose immediate duty it is to watch over their nefarious practices, they consider it as a kind of right which attaches to their situation, to plunder wherever an opportunity offers.

To those whose habits of life do not lead them into investigations of this kind, the detail which is now to be given, will appear either incredible or greatly exaggerated: but whoever considers for a moment the astonishing extent and magnitude of the trade of the metropolis, and the multitude of vessels laded and discharged in the River Thames, in the course of a year, will find upon due enquiry that 500,000*l.* stated in the second article of the estimate as the amount of the annual plunder, including merchandize, ships' stores, tackling, and provisions, is by no means over-rated.

In pursuing this investigation by an attentive consideration of the specific detail of the shipping, navigation, and commerce of the River Thames; the mind is lost in wonder at the unparalleled increase of the wealth and opulence of the capital: and while we have just cause to deplore those enormities which are experienced, it is matter of considerable consolation that the rapid increase of the floating and moving property upon the River, (*which has trebled within the last forty years,*) renders it much easier to account for the melancholy estimate inserted in the first chapter, than could have been supposed at first view, and more especially when it is considered, that upon a moving property, the value of which is little short of seventy millions a-year, greatly exposed from the want of proper conveniencies for shipping and discharging goods, the average extent of the plunder does not much exceed *three quarters per cent.* upon the general aggregate; as the following very wonderful estimate of the vast and rapid height to which the commerce of the metropolis has risen, will shew.

* It is not here meant to criminate the whole of the lumpers—It is sincerely to be hoped, that the chief part of the masters of the gangs may be pure, and perhaps a proportion of those they employ.

This abstract of the imports into, and the exports from the port of London, is made up from the public accounts for one year, ending the 5th day of January 1795, but differing, with regard to the value, which, in these accounts, is estimated on a data established many years ago, when the articles of commerce imported and exported were not rated at above half the sum they now fetch, *exclusive* of duty.

It is therefore to be understood, that the following estimate is made upon the data of the *present value*, as nearly as it can be ascertained. It exhibits a very wonderful picture of the immense opulence and extent of the commerce of the metropolis, and accounts in a very satisfactory manner for the vast resources of the country, which have been manifested in so eminent a degree, in the course of the present and former wars.

Names of the Countries.	Value of Imports into London.			Value of Exports from the Port of London to Foreign Parts. British Manufactures.			For. Merchandize.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Ireland	2,209,501	3	4	168,687	18	3	914,352	4	4
British West Indies	6,072,117	5	0	2,249,043	13	11	579,453	6	0
Conquered Islands	1,226,064	13	8	260,976	0	11	110,817	18	0
British American Colonies	307,412	13	0	654,842	19	4	251,551	6	2
Guernsey and Jersey	91,936	1	2	12,001	13	10	21,616	16	8
Gibraltar	12,947	16	8	83,473	14	11	69,315	2	8
Honduras Bay	14,696	4	2	2,029	18	11	2,550	16	2
South Fishery	197,680	8	6	21	6	8			
Asia, including East Indies	8,916,950	2	10	3,398,680	1	4	185,190	16	0
Africa	66,013	8	4	90,593	12	9	188,743	16	6
Turkey	641,860	19	2	32,065	12	0	123,776	7	2
Streights	8,389	14	0						
Venice	82,107	16	0	6,203	17	11	16,305	7	2
Italy	1,215,012	15	0	80,980	18	9	340,786	0	8
Spain	1,070,697	18	0	205,096	4	4	265,169	3	4
Portugal	644,610	3	8	182,780	6	2	119,813	12	6
Madeira	7,479	16	8	27,998	6	10	6,886	18	2
Canaries	6,763	19	10	20,116	18	4	377	5	2
France	130	6	8	3,216	5	3	63,625	10	6
Austrian Flanders	137,249	5	0	129,413	9	7	887,642	18	10
Holland	1,203,515	3	6	114,458	3	7	1,965,687	3	4
Germany	1,089,307	19	4	1,044,634	18	0	6,176,100	14	8
Prussia	196,657	3	2	54,380	14	0	272,719	17	4
Poland	104,978	10	4	7,022	11	10	57,067	2	4
Sweden	262,727	3	4	33,845	5	6	111,457	14	4
Russia	1,269,688	9	6	95,519	8	8	491,244	9	2
Denmark and Norway	166,366	1	0	147,340	5	11	545,509	19	8
Greenland	26,753	11	2						
United States of America	811,511	18	8	2,251,280	12	1	429,248	7	8
Florida	16,239	16	0	38,067	0	3	8,855	0	0
Foreign West Indies	56,240	2	0	1,767	13	10	60	0	0
Prize Goods	1,572,868	8	8				included in the account of each Country		
£.	29,706,476	17	4	11,396,539	13	8	14,208,915	14	6

RECAPITULATION.

The aggregate value of goods imported into London in one year		£.29,706,476	17 4
Idem value of British merchandize exported	£.11,396,539 13 8		
Idem value of Foreign merchandize ditto	£.14,208,915 14 6		
		£.25,605,455	8 2
Idem value of goods imported in upwards of 900 Coasting Vessels, averaged at £.500 each	£. 4,500,000 0 0		
Idem value of goods exported coastways in about 7000 Vessels, at £.1000 each	£. 7,000,000 0 0		
		£.11,500,000	0 0

Total amount of property shipt and unshipt in the River Thames in the course of a year, estimated at £.66,811,932 5 6

Besides the tackling, apparel, provisions, and stores of above 13,500 ships and vessels (including their repeated voyages) which lade and unlade in the course of a year, estimated (in what may be called *moving property*, liable to depredation and plunder) at three millions sterling more!

The cargoes of the West India ships are the principal objects of attention with the lumpers and their associates, who are supposed upon an average to plunder from each ship to the extent of ten hundred weight of sugar a day, during the period of the discharge; and it is estimated by an intelligent writer, that upon West India produce imported (*communibus annis*) the merchants, ship-owners, and planters, at present lose 150,000l. and the revenue 50,000l. by pillage and plunder alone. The present average importation of sugar only amounts to no less than one hundred thousand hogsheads a year!

These aquatic labourers are for the most part in connection with the journeymen coopers and watermen, who are also supposed to share in the plunder.—They generally go on shore three times a day, and being *in a body together*, it is difficult, and sometimes not very safe, for a Trinity or Police Officer to attempt to search or to secure even one of them.—By the contrivance of a thin sack suspended by strings from the shoulders, and placed under the waistcoat, a surprising quantity of sugar is carried away, which to the superficial observer exhibits only the appearance of the natural protuberance of the belly. —Others who are not provided with such sacks, fill their hats, pockets, and even their breeches, with large quantities of raw sugars; a truth which has been often ascertained by officers of justice who have apprehended them (*so loaded*), under the authority of the Bum-Boat Act.

The fraudulent part of these *lumpers* having from long practice established a prompt and systematic plan of sale, proceed immediately with their plunder to those who they know will purchase without asking questions—namely, little grocers, publicans, and dealers in old iron, and what is called *hand stuff and old stores*, the latter class being inhabitants of the streets bordering on the river, where they are extremely numerous, and increasing every day, and being on the same footing with iron shops, are likewise proper objects for similar regulations.

Besides the depredations which these aquatic plunderers make upon the property of their employers, in the manner already described, they practise another device, by connecting themselves with men and boys, known by the name of *mud-larks*, who prowl about, and watch under the discharging ships when the tide will permit, and to whom they throw *small parcels of sugar, coffee*, and other articles of plunder, which are conveyed to the receivers by these *mud-larks*, who generally have a certain share in the booty.

Besides these associates in villany, scullers and other boats are, in like manner, constantly hovering about and under the discharging ships, upon pretence of carrying passengers and baggage, into which handkerchiefs of sugar and coffee, bladders of rum, kegs of tamarinds, and even bags of cotton, sacks of wheat or flour, and in short every

portable article that can be safely plundered, are passed through the scuttles and port holes of the ships, and immediately concealed by the pretended watermen, who, if pursued by the Trinity or other officers, generally sink the goods to avoid the penalties of the law; but for the most part, these adepts find means to elude the vigilance of the officers, and to convey the plunder, under the regular system they have established, to their friends the receivers, who being under no legal restraint, immediately cover and protect the depredators from hazard of punishment.

But there are other modes by which the property of the merchants is said to be embezzled and plundered, even to a greater extent than by the *lumpers*, the *mud-larks*, or the *pretended watermen*.

The depredations alluded to are made by what may be denominated gentlemen plunderers, or persons who keep *lumber yards*, small *hemp* and *stone shops*, *spirit dealers*, and *small grocers*, who insinuate themselves into the good graces of persons who are known to have some trust on board of ships which are under discharge, and who keep boats and servants for the purpose of plundering on a more enlarged scale, by which many of them make fortunes in a few years.—These being more latent, are not so generally known, although, from the extent of their dealings they are far more pernicious than the lumpers, scuffle-hunters, or mud-larks.

The operations of this class generally commence during the night, or at those intervals when the discharge of a ship is suspended for want of craft, by drawing off rum and other liquors with cranes made on purpose, and conveyed into bladders containing from two to six gallons each. These bladders are immediately put into the boats which are in attendance, together with quantities of sugar, coffee, and other portable articles, according to the nature of the cargo, which are conveyed to an appointed place, having persons stationed on shore to give notice by a particular signal or watch-word, when the cargo may be safely landed.

It would fill a volume to recount the various devices and tricks to which criminal people resort for the purpose of obtaining this species of plunder; for besides the different classes of delinquents which have been named, there are gangs of more audacious offenders, known by the name of River Pirates, who ply upon the Thames during the night, in boats provided for the purpose, and plunder whatever they can obtain from lighters, or upon the quarters, or decks of ships, either loading or discharging, including the tackle or apparel of vessels not sufficiently guarded, or where the crews are either asleep, or not of sufficient strength to resist them.—The following particulars have been obligingly communicated by a gentleman of undoubted veracity, and whose habits of life have afforded him many opportunities of knowing

the nature and extent of the depredations on property afloat in the River Thames; and he speaks of the following circumstances as facts which came within his own knowledge:

"That an American vessel lying at East Lane Tier was boarded in "the night, while the captain and crew were asleep, by a gang of "these River Pirates, who actually weighed the ship's anchor and "hoisted it into their boat, with a complete new cable, with which "they got clear off.—The captain hearing a noise dressed himself, "and came upon deck just as these rascals were ready to set off, and "they actually rowed away in his presence, after telling him they "had got his anchor and cable, and bidding him good morning."

Another instance happened of the same kind with a vessel from Jersey, whose bower anchor was weighed, and with the cable plundered and carried off in the same way.

But although only these two instances of extraordinary audacity are mentioned, many others, equally astonishing could also be adduced. When vessels first arrive in the River, they are generally very much lumbered, especially those from the West Indies. It then becomes the harvest of these river pirates, with whom it is no uncommon thing to cut away bags of cotton, cordage, spars, oars, &c. from the quarters of vessels, and to get clear off, even in the day time as well as in the night. And as all the other classes of aquatic labourers who work up the River are more or less associates in the same species of criminality, they connive at the delinquency of each other: and hence it is that, with so many facilities and with such a perfect system for the purpose of concealing fraud, so very few are detected.

Many of the lightermen are also supposed to be deeply implicated in this complicated system of pillage and plunder; and they too have their tricks and devices for the purpose of robbing the shippers and importers of their property.

A Canada merchant who had been accustomed to ship quantities of oil annually to the London market, finding (as indeed almost every merchant experiences) a constant and uniform deficiency in the quantity landed greatly exceeding what could arise from common leakage, which his correspondents were quite unable to explain, and having occasion to visit London, he was resolved to see his cargo landed with his own eyes, so as, if possible, to develope a mystery heretofore inexplicable, and by which he had lost a considerable annual sum for several years. Determined therefore to look sharp after his property, he was in attendance at the wharf in anxious expectation of a lighter which had been loaded with his oil on the preceding day, and which, for reasons which he could not comprehend, did not get up for many hours after the usual time.

On her arrival at the wharf, the proprietor was confounded to find the whole of the casks stowed in the lighter with their bungs downwards. Being convinced that it was the effect of design, he began now to discover, one of the causes at least, of the great losses he had sustained, and therefore he attended the discharge of the lighter until the whole of the casks were removed, when he perceived a great quantity of oil leaked out and in the hold of the vessel, which the lightermen had the effrontery to insist was their perquisite. The proprietor ordered casks to be brought, and filled no less than nine of them with the oil that had thus leaked out. He then ordered the ceiling of the lighter to be pulled up, and found between her timbers as much as filled five casks more; thus recovering from a single lighter load of his property, no less than fourteen casks of oil, that, but for his attendance, would have been appropriated to the use of the lightermen, who, after attempting to rob him of so valuable a property, complained very bitterly of his ill-usage in taking it from them.

In many cases where goods are put into lighters, it is no uncommon thing to cut them adrift, and when out of the view of the watchmen, immediately to commence their pillage.

An instance of this sort has been mentioned to the author, from a source of undoubted authority, where a lighter, with tallow, was cut from a ship in the pool, and was next morning discovered athwart the tier, in Cherry Garden, with six casks of tallow rolled off her, and removed, and two more broke open, and the chief part plundered.

The lumpers however have the largest share of the aggregate plunder on the River.—Their system has been long matured, and they are prepared at all points with iron crows, and hand vices to draw nails without noise, and apparel made with a view to this object; for, besides the bag already described, they are generally furnished with two pair of trowsers, and with frocks made in a particular manner, with large pockets, for the greater convenience of concealing and conveying plunder. And it has even been asserted, that with some exceptions, it is no uncommon practice to obtain from gangs of lumpers a premium merely for the liberty of being permitted to labour gratuitously in the discharge of vessels having particular cargoes on board.—Wages become no object at all wherever there is a prolific harvest for plunder.

The watermen who assist these lumpers are also large sharers in the plunder they assist in removing.—An apprentice, in this line, has been mentioned to the author, as keeping both a mistress and a riding horse from the profits of his delinquency.

There exists at present a club of working lumpers, where above sixty of these aquatic plunderers meet regularly, and subscribe a certain sum for establishing a general fund, out of which the penalty of 40s. adjudged under the Bum Boat Act, to be paid by every person

convicted of conveying goods pilfered from vessels, is regularly discharged; and the delinquents, instead of going to gaol, are by this means enabled to return to their former criminal pursuits.—Some of the members of this club, although apparently common labourers, are said to have their houses furnished in a very superior stile, and to be possessed of property in the funds to the extent of from 1500l. to 2000l.

Inferior officers of the customs, and particularly that class of supernumerary tidesmen who are employed, *pro tempore*, when there is a press of business, and who, from that circumstance, are called *glutmen*, are supposed to connive, as well as some of the stationary officers, at improper practices of these various offenders, and also to share in the plunder *; nor is this much a matter of wonder, when it is considered that these *glutmen* are generally composed of persons who are without employment, and being also without character, recommend themselves principally from the circumstance of being able to write.

These various and complicated systems of pillage and plunder are proved to exist from the constant and unaccountable deficiencies which are manifest in almost every cargo that is discharged; but more particularly West India cargoes, where the ship-owners have often sums of money to pay on this account.

The existence of the evil is also manifest, in a great degree, from the seizures that are made, not only by the officers of the customs and excise, but also by the Trinity and Police officers, under the *Act of the second of his present Majesty, for preventing Thefts and Frauds by Persons navigating Bum Boats and other Boats on the River Thames*, already mentioned.

But the mischief is not merely confined to aquatic plunderers; since it is well known, that every public wharf and quay, where goods of any description are loaded or landed, is filled with hordes of criminal people, discharged by acquittals, or by gaol-deliveries, or persons who, having lost all character for honesty, can find no master who will give them employment.

These depraved characters (who are also sometimes known by the name of *scuffle-hunters*) prowl about the wharfs, quays, and warehouses, under the pretence of asking employment as porters and labourers; but whose chief object is to pillage and plunder whatever comes in their way; and for this purpose, they are constantly upon the watch.

It rarely happens, that a magistrate, in investigating the history and employment of an idle or suspicious character, or lottery vagrant, does

* One thousand six hundred men are employed in the Custom House of London, the major part of whom are on River duty as watchmen—thirty of these inferior officers are generally put on board each East India ship, five or six on board each West India ship, and the like proportion on board of other vessels, according to their size, all of whom are generally fed and maintained at the expence of the owners.

not find that they have either worked at the water-side, or, if of a superior class, that they have been employed as Custom-House officers, —meaning thereby, that they were *glutmen*, as already explained.

The evil is certainly of great magnitude; and when it is shewn also to extend to the tackle and apparel of ships and vessels lying in the Thames, as well as to their cargoes, it becomes a matter of important consideration by what means it is to be remedied.

No doubt can be entertained but the restrictions by license and other regulations, which are proposed to be extended to *old iron*, *rope*, *rags*, and *store shops*, who may be truly said to be the manufacturers and nourishers of thieves, from the child of tender years to the adult, would go a great way to cure the evil; but there seems, in this case, to be a collateral system necessary to aid such regulations, which will perhaps depend more on measures which may be adopted by the merchants and ship-owners themselves, than by any legislative regulation.—Such as appointing a confidential person to lock up the hatches and bulk-heads of all vessels under discharge, in the evening, and to open them again in the morning, so that no person can get access to the cargo during the night; and also, that a confidential person shall constantly attend on board, with an officer of justice, who shall search all lumpers, glutmen, and others, as often as they depart from the ship; or application might be made to parliament for the appointment of proper inspectors, finding good security, and who should, with their assistants, for whom they should be responsible, attend the delivery of each cargo, and secure the hatches every evening.—The revenue being greatly hindered by the plunder and pillage which at present prevails, Government becomes interested, together with the merchants, in applying a remedy.

But the chief evil arises from so many vessels with valuable cargoes being compelled to discharge in the Pool, and to send the goods on shore in lighters.—And this evil is only to be corrected completely by proper docks and quays for landing goods, under such circumstances as would prevent the necessity of any intermediate transit from the ships to the warehouses.

At present there are no less than six stages of danger where goods are liable to be plundered.

1. In the hold of the vessel, from the circumstance of the discharge taking place in the River.

2. In the transit from the ship to the wharfs in lighters.

3. In landing from the lighters upon the wharfs.

4. In lying exposed upon the wharfs or quays, waiting for the revenue officers.

5. In the transit from the wharfs to the warehouses.

6. In the stowing away in the warehouses.

In all which stages there are separate classes of criminal delinquents constantly upon the watch to avail themselves of every opportunity whereby they can acquire booty.

The grand remedy therefore would certainly be in the formation of docks, and in the building of quays or wharfs, and warehouses properly inclosed, where goods could be immediately conveyed from the ships into the repositories of the merchants.

Since the author published the first edition of this work he has, with great satisfaction, seen a rising spirit of improvement with regard to the port of London, pervade all ranks in the community.—If such a spirit shall produce the completion of any of the great designs that have been meditated, which shall, on mature consideration, be best adapted to the object in view, immense and incalculable advantages will result from the measure.

Astonishing in point of magnitude and extent as the trade of the port of London is at present, far, very far, beyond any other port in the world; such improvements as are now meditated would raise it infinitely higher, for then that convenience would be afforded to the general trade of Europe and America, which might, by means of a warehousing system giving facilities without expence, render London a general enterpôt for a large proportion of the commerce of the world.

Every thing connected with the state of Europe appears favourable for the accomplishment of this extent of commercial aggrandizement, which, however, can only be obtained through the medium of the projected improvements.

The introduction and establishment of *security*, *facility*, *and economy*, in the transit of merchandize, is one of the first objects of importance in a free commercial state, and the design of the docks, when accomplished, will be the means, and perhaps the only effectual means, of obtaining these objects.

When the enormous amount of the estimated plunder is considered, which, by this and other arrangements, will be prevented, the expence ceases to be an object; but when to this is added the additional advantages, which may result from a bonding system and a *free port*, making London the grand depôt for the commerce of the world; no pecuniary sacrifices *can* be too great to accomplish an object where such extensive benefits are to arise, not only to the metropolis, but also to the whole nation.

The expence would vanish and appear as nothing when opposed to the obvious and striking advantages to be obtained by the state in the increase of revenue—in the suppression of smuggling as well as plunder, and in that system of œconomy and saving in salaries which would result from the discharge of the legion of subordinate officers employed at present, often mischievously, under pretence of watching ships,

whose labour may be rendered more productive to the country, and certainly less injurious to their morals, by pursuing courses of honest industry.

Nothing (as has already been observed) can possibly convey to the mind a more exalted idea of the proud height to which the commerce of the city of London has arrived, than the estimates of its imports and exports inserted in this chapter.

Thirteen thousand five hundred vessels arriving and sailing from a single port in the course of a year, and bringing and carrying away property to the extent of between sixty and seventy millions sterling, and producing a gross revenue of six millions a-year, in the customs, independent of the immense imposts of excise, cannot fail to establish in the mind a very high idea of the great opulence of the metropolis, and of the unparalleled resources which can move and keep afloat such a vast commercial system—which amounted only to one-third of its present extent in the year 1753, and is now equal to three-fifth parts of the whole trade of England.

The accession of wealth, thus rapidly flowing into the capital through the medium of trade and commerce, must, in the nature of things, produce an increase of crimes. And the great object for consideration is, "*while we encourage and use every proper means to advance the former; how the latter is to be decreased or kept within due bounds.*"

This can only be done by establishing a correct system of police, aided by that species of superintendance which shall produce intelligence, and excite vigilance in a department now become of the highest importance to the metropolis, since upon its due administration such infinite advantages are to be acquired, not only in the protection of property, but in the preservation of the morals of the people.

The prevention, in a great measure, of pillage and plunder in the River Thames, is by no means impracticable:—it only requires execution and perseverance in pursuing the objects recommended in this work; and when it is considered, that besides the protection of so vast a property as must be annually saved by a proper system, several thousands now engaged in these nefarious practises, will be compelled to become honest, and to trust to the liberal wages arising from labour for their support, in lieu of indulging themselves in that profligacy and idleness, which is always the result of crimes arising from the ease and facility by which money is obtained;—it becomes a matter of the very first importance, not only to the commerce of the country, but also the best interests of the state, that some effectual measures should be adopted as early as possible.

[*To be concluded in our next.*]

NAVAL LITERATURE.

A Voyage performed by the late Earl of Sandwich *round the Mediterranean in the Years* 1738, *and* 1739, *written by himself; embellished with a Portrait of his Lordship by* Gainsborough, *engraved by* Collyer, *and illustrated with several Engravings of ancient Buildings and Inscriptions, and a coloured Chart of his Course by* Lufman: *to which are prefixed Memoirs of the Noble Author's Life, by* John Cooke, *M. A. Chaplain to his Lordship, and one of the Chaplains of Greenwich Hospital. London: printed for* T. Cadell, *jun. and* W. Davies, *in the Strand.* 1799. *Pages* 534. 2*l.* 2*s.*

(Continued from Page 231.)

WE endeavoured in our last to give our readers a general idea of this Work; which must be interesting to Professional Men, not only from the object pursued in the voyage, but also from the high station which the Noble Author long occupied at the Board. We trust that its Editor, the Rev. J. Cooke, who seems actuated by a friendly zeal for the name of Sandwich, will ere long renew his labours, and favour the Public with a selection from those valuable Naval Papers of the first Earl of Sandwich, which altogether form nearly forty folio volumes in manuscript at Hinchinbrooke.

Edward, Lord Montagu *, first Earl of Sandwich, created July 12, 1660 (Charles II.), shone in his public character, as Mr. Grainger informs us, as the General, the Admiral, and the Statesman, and was in private among his friends,

* Baron Montagu, of St. Neots, in the county of Huntingdon, Viscount Hinchinbrooke in the same county, and Earl of Sandwich in Kent; of his Majesty's most honourable Privy Council; Master of the King's Wardrobe; Admiral of the Narrow Seas; and Lieutenant to the Duke of York, as Lord High Admiral of England. His Lordship was author of, 1. A curious Translation called *The Art of Metals*, in which is declared the Manner of their Formation, and the Concomitants of them; written originally in Spanish by Alvaro Alonzo Barba, M. A. Curate of St. Bernard's Parish, in the Imperial City of Potosi, in the Kingdom of Peru, a small octavo. 2. Several Letters during his Embassy to Spain, published with Arlington's Letters. 3. A Letter to Secretary Thurloe. 4. Original Letters, &c. of Sir R. Fanshaw, the Earl of Sandwich, the Earl of Sunderland, &c. from 1663 to 1678. 2 vols. 8vo.

the open, the candid, and benevolent man. He served Oliver, whom he regarded as his sovereign, with the same fidelity, as he served Charles the Second, but he could not transfer his allegiance to Richard, who he knew was born for a much humbler station than that of governor of a kingdom. He commanded the Fleet that brought over the King at the Restoration, and was his proxy when he married the Infanta. His councils did honour to the cabinet, which he never disgraced but once, and that was by advising the Dutch war, in which he lost his life. In the battle of Southwold Bay, the Earl of Sandwich, in the Royal James, which carried 100 guns, began the fight: after he had by his conduct rescued a great part of the fleet from the most imminent danger, and given at the same time the most astonishing proofs of his bravery, his ship was surrounded with flames. Being at length grappled by a fourth fireship, he begged his captain, Sir Richard Haddock, and all his servants, to get into the boat* and save themselves, which they did; yet some of the sailors refused to quit the Admiral, and staying, endeavoured to extinguish the fire, but in vain—the ship blew up about noon. His Lordship's body was found about a fortnight after, and was interred with great state in Henry the Seventh's Chapel. Mr. Evelyn, in his Sculpture, 3d ed. page 115, informs us that his Lordship sometimes amused himself with engraving.

The recollection of the character of this illustrious seaman, must give some addition of interest to the voyage of his descendant, the late Earl of Sandwich; to a consideration of which we next call our reader's attention. In the perusal of this volume we were led to wish that all measurements of Temples, and Pillars, had been thrown into notes, or placed in an Appendix: when inserted in the page, they distract the attention, and disjoint the narrative. We also sometimes thought that his Lordship's quotations from Greek and Latin classics, were too frequent and unneces-

* Mr. Grainger seems guilty of an inaccuracy, in saying, that his Lordship leaped into the sea, where he perished, on the 28th of May 1672.

sary. Unless considerable aptness is visible in their insertion, they give an appearance of patchwork to the composition of any writer, which serves only to weary the reader.

His Lordship gives the following account of the naval forces of the Turks:

"The Levents, or troops set apart for the Marine Service, is an order of soldiery instituted in imitation of that of the Janissaries, with whom they enjoy the same rights and privileges, differing from them in nothing but their pay, which is much more considerable. They are directed by their own particular officers, who are, however, all subject to the capitan pacha, or lord high admiral. The residence of this great officer is in the arsenal of Constantinople, where he keeps a most magnificent court, inferior to none, in the number of his attendants, but the grand vizir himself. Under his jurisdiction are all public slaves, both such as remain in the prisons of the arsenal, and those who serve on board the ships of war. To him belong the revenues of the greatest part of the islands of the Archipelago; the inhabitants of which scarcely acknowledge any other sovereign. When he is on board his fleet, his authority extends over all maritime places, where he acts with a most absolute and despotic power.

The tersanè chiagiasi is the chief superintendant of the dock-yards and arsenals; he is commonly a pacha of two tails, invested with a power to punish the Levents, when they are by him found guilty of promoting any disorders or irregularities. The capitan pacha has the disposal of all naval preferments, and has under him three inferior admirals, the capitana, the patrona or vice admiral, and the reala or rear-admiral; who are distinguished by the places where they hoist their flags, which are always red; the first upon the main-top mast, the second upon the fore-top-mast, and the third upon the mizen-top-mast head. The commanders of the galleys are called beys, who are obliged to build and arm their galleys at their own expence. The Grand Signor, however, who allows to each bey a fixed salary, furnishes them with men to labour at the oars. The Turkish fleet is not very numerous, since the utmost number of ships of war, properly so called, is little more than fifty, including the caravels or frigates under forty guns. In case of necessity, however, the Grand Signor could, in a very short time, put to sea a fleet of above one hundred sail, by commissioning the large merchant ships, that trade to Alexandria, which are built each of them to carry sixty, some seventy and eighty guns, and designed to serve both for trade and war. Besides, all the states of Barbary, upon summons, are

obliged to furnish the Grand Signor with their whole naval force, which at a moderate computation is thirty sail; so that upon any emergency the sultan might send out his capitan pacha, at the head of a fleet of one hundred and thirty ships, besides galleys and galliotes, of which he always maintains a very considerable number in commission. The Turks are for the most part very little skilled in the rules of navigation, and have less knowledge in fighting their ships than any nation in the world, insomuch that in a sea engagement they have little more than their own bravery to depend upon. They are indeed acquainted with the use of the compass, notwithstanding which, they seldom care to venture out of the sight of land, so that in their voyages from Alexandria to Constantinople they cross over immediately to Cyprus, and from thence coast it along till they arrive at the Porte.

On the sixteenth of September, N. S. 1739, his Lordship set out from Alexandria in a *germe*, or open boat, of which there are continually a great number in their passage between that city and Rosetto. After about three hours sail he came a-breast of a Turkish castle, called Bikeer, since so celebrated, and more generally known, under the appellation of ABOUKIR.

Some people, says his Lordship, are of opinion, that this is the ancient Canopus *, for what reason I know not, since the situation does not agree with that which is given to Canopus, by all the ancient writers. It is very well known, *that that* city stood upon the banks of the largest western branch of the Nile, which was *from* thence called the Canopic branch, which now discharges itself into the sea, a little below Rosetto; and as Bikeer is situated at above fifteen miles distance from that branch, I think it very reasonable to conclude that Canopus is falsely imagined to have been in the neighbourhood of that place.

We conclude our consideration of this Work with his Lordship's account of the island of Minorca:—which will afford our readers some additional information respecting Port Mahon, beyond what we have already inserted:

* We have given an account of it, vol. i. page 522, with an accurate chart.

The island of Minorca, so called from being the lesser of the Balearick Isles, is situated to the eastward of Majorca, from which it is distant only fourteen miles. Its port is one of the finest in the world, which consideration chiefly induced the English to make themselves masters of that, preferable to the other island. At the entrance into the harbour, on the left hand, stands Fort St. Philip; which place, though the fortifications have cost the English nation an incredible sum, is by no means capable of supporting a long siege, since it not only requires a larger body of troops than the King of England can conveniently send to such a distance, but is also commanded by several eminences, where it is impossible to prevent the lodgement of an enemy. At the extremity of the harbour, about three miles distant from the fort, is situated the town of Mahon, the usual residence of the English governor, of whom the governor of St. Philip is wholly independent. This city owes its foundation to Mago, brother to Hannibal, and admiral of the Carthaginian fleet. From him it was called Magonia, which by corruption is now become Mahon. By the inscriptions inserted in the wall of a private house just within the gate leading into the town from the harbour, it appears, that under the dominion of the Romans it was not only a Municipium, or borough, but was also honoured with the title of Respublica.

Mahon, though it is the most considerable city in the whole island, both for wealth and number of inhabitants, is not the capital; but Citadella, a city distant from it about thirty miles, surrounded by a strong wall, mounted with a good quantity of artillery, and defended by a garrison of five hundred men. There are, besides these, several other towns and villages, but all of too little consequence to deserve mention. The inhabitants of the island, exclusive of the garrison, and the few families of English, which are established there, amount in number to about twenty thousand. They are of the Roman Catholic religion, and in their language and manners Spaniards, with a small mixture of the Moorish customs, retained from that nation, which maintained itself in the possession of this island many years after they were expelled from off the continent of Spain. They have their own magistrates, and are allowed the free exercise of their own laws and religion; notwithstanding which extraordinary privileges they are continually wishing for a change of government, looking upon the Spaniards as those, who are to be their deliverers from a race of tyrants and infidels. The remains of antiquity in this island are very inconsiderable; the only traces of the Romans are the two inscriptions at Mahon. About two miles distant from that town are two

mounds of earth, the outsides of which are covered with hewn stone; the inhabitants of the country call them heathen altars; to me they appear to be undeniably of Moorish workmanship, but I am at a loss to determine to what use they were designed. The diameter of the largest mount is at the base ninety-seven feet, and its height thirty-five. Its diminution, which is regular, brings it to terminate in a round platform of about thirty feet across. At the foot of the mount is a perpendicular stone ten feet high and two thick; on the top of which is placed, in a horizontal position, another stone twelve feet long, five and a half broad, and two thick. Beneath this are several small perpendicular stones three and four feet in height, without any horizontal one, placed upon the top of them. On the road from Mahon to the town of Allahor, near the village of Escaduz, is another mount of the same nature as that already mentioned. The perpendicular stone at the foot of it is twelve feet high and two thick; the horizontal one, which is supported by it, is twelve feet long, four broad, and two and a half thick. In the middle of this horizontal stone is a cavity, three inches deep, twelve long, and six broad; and on the surface of the perpendicular stone two small cavities, which seem to have been cut out as steps to facilitate the ascent to the top of the horizontal one. There are also, on the top of the mountain Agathes, near the centre of the island, very plain traces of a Moorish encampment; being the last spot of ground, which they maintained after they were dispossessed of all the rest of the island. The soil here is rather barren than fruitful; many years not producing corn enough for the sustenance of the inhabitants: but the want of corn is more than supplied by the great quantities of excellent wine, the exchange of which furnishes them with all sorts of necessary provisions. The harbour abounds in very good fish; but particularly in a sort of shell fish, called Dactyls, found in great quantities in the centre of certain large stones, which must be broke to pieces before the fish can be extracted. The only advantage which the English receive from this island arises from the security of the harbour, a safe retreat in time of war for their shipping, which puts in here to refit, the arsenals being well furnished with all sorts of naval stores.

Naval Poetry.

LYRICAL BALLADS: *with a few other Poems. London: Printed for* J. *and* A. Arch, 1798. 12*mo* 5*s. Boards.* 210 *Pages.*

THE author of these admirable Poems informs us in the advertisement, that the majority of them were written chiefly with a view to ascertain how far the language of conversation in the middle and lower classes of Society is adapted to the purposes of Poetry.

The Rime of the Ancyent Marinere, which consists of seven ballads, is written in the Style, as well as the Spirit, of our early poets.—The argument is as follows:

> "How a Ship having passed The Line was driven by Storms to the cold Country towards the South Pole; and how thence she made her course to the tropical Latitude of The Great Pacific Ocean; and of the strange things that befell; and in what manner The Ancyent Marinere came back to his own Country."

To an accurate observer, Superstition will generally be seen more or less prevalent in our character: it is the Weed of a religious Mind; and though it must ever wither before the clear light of reason, yet so great is our predelection for supernatural agency, that whatever has a tendency to the marvellous is readily received and liberally encouraged.

The *Lyrical Ballads* powerfully awaken this too prevailing passion, and possess a very uncommon, and singular degree of merit. We trust the author will ere long gratify the public with his name, since he promises to rank amongst the first of our poets; not only for the various harmony of Rhythm, but also for the bold efforts of a mind that has dared to think for itself,—yet pourtrays with diffidence its own original impressions in quaint but simple language. We have selected the first and fourth parts of The Ancyent Marinere:

I.

IT is an ancyent Marinere!
And he stoppeth one of three:—
"By thy long beard, and thy glittering eye,
Now wherefore stoppest me?

"The Bridegroom's doors are open'd wide
And I am next of kin;
The guests are met, the Feast is set—
May'st hear the merry din."

But still he holds the wedding guest—
"There was a ship," quoth he—
"Nay, if thou'st got a laughsome tale,
"Marinere! come with me."

He holds him with his skinny hand,
Quoth he—"there was a ship"—
"Now get thee hence, thou grey-beard Loon!
Or my staff shall make thee skip."

He holds him with his glittering eye—
The Wedding Guest stood still
And listens like a three-year's child:
The Marinere hath his will.

The Wedding Guest sate on a stone,
He cannot chuse but hear,
And thus spake on that Ancyent Man,
The bright-eyed Marinere.

The Ship was cheer'd, the harbour clear'd—
Merrily did we drop
Below the Kirk, below the Hill,
Below the Light-House top.

The Sun came up upon the left,
Out of the Sea came he:
And he shone bright, and on the right
Went down into the Sea.

Higher and higher ev'ry day,
Till o'er the mast at noon——
The Wedding Guest, here beat his breast,
For he heard the loud bassoon,

The Bride hath paced into the hall,
Red as a rose is she;
Nodding their heads before her goes
The merry minstrelsy.

The Wedding Guest, he beat his breast,
Yet he cannot chuse but hear;
And thus spake on that Ancyent Man.
The bright-eyed Marinere.

Listen, stranger! storm and wind,
A wind and tempest strong!
For days and weeks it play'd us freaks—
Like chaff we drove along.

Listen, stranger! mist and snow,
And it grew wond'rous cauld:
And ice mast-high, came floating by,
As green as emerauld.

And thro' the drifts the snowy clifts
Did send a dismal sheen;
Ne shapes of men ne beasts we ken—
The ice was all between.

The ice was here, the ice was there,
The ice was all around;
It crack'd and growl'd, and roar'd and howl'd,
Like noises of a swound.

At length did cross an Albatross,
Thorough the fog it came;
And an it were a Christian soul,
We hail'd it in God's name.

The Mariners gave it biscuit worms,
And round and round it flew:
The ice did split with a thunder fit;
The helmsman steer'd us thro'.

And a good south wind sprung up behind,
The Albatross did follow;
And every day for food or play
Came to the Marinere's hollo!

In mist or cloud, on mast or shroud
It perch'd for vespers nine,
Whiles all the night thro' fog smoke white
Glimmer'd the white moon shine.

"God save thee, ancyent Marynere;
"From the fiends that plague thee thus—
"Why look'st thou so?"—with my cross-bow
I shot my Albatross.

[*To be concluded in our next.*]

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

An Account of a new FILTERING MACHINE *for purifying Water by Ascent, and for which His Majesty has been graciously pleased to grant a Patent. Invented by Mr.* James Peacock, *of Finsbury Square, Architect.*

THIS Machine, which has been fully proved to be highly useful on ship-board, particularly in long voyages, and which has received the sanction and approbation of some of the most scientific and leading characters in our Navy, has the following peculiar advantages over all others.

First, It accomplishes the purpose of complete filtration by *ascent* of the fluid to be purified through a medium (probably that by which nature performs the same operation) of pure gravel, of progressive degrees of fineness, to the minutest particles of sand; by which means the foulest water or other fluid becomes perfectly freed from all its impurities, without acquiring any cupreous or other noxious mineral quality, which the pumice or common filtering stones are justly suspected to communicate.

Secondly, If, from continued use, its operation is impeded in the smallest degree, it may be completely cleansed in one minute with the utmost facility;—an advantage not known to any species of filtration by descent.

Thirdly, Its operation is perpetual; and, without occupying more room than a large drip-stone with its apparatus, it yields a pure and constant stream of more than *three hundred gallons* in every twenty-four hours. This circumstance evidently puts it far above all comparison with any filter hitherto attempted.

The advantages of cleansing fluids, particularly water, need not be enlarged upon. Clean linen, clean food, pure beverage, and the consequent health and comfort of the inhabitants of great cities, are materially concerned; but the Seaman, who is confined in distant and hot climates to the constant use of water abounding with insects, animalcules, and a variety of impurities, which render it disgusting and frequently noxious, must acquire by this means an invaluable benefit.

It is with confidence, derived from long, expensive, and repeated trials of its efficacy, that the inventor now respectfully offers this

machine to the public; convinced that it is powerfully and effectually applicable to promote the health, the comfort, and convenience of mankind.

This machine is exhibited at the SURVEYOR'S OFFICE, *Guildhall*, where every information respecting it may be had.

DIRECTIONS FOR USING THE FILTERING MACHINE.

First, Let the handles of the cocks A and B be in a vertical position.

Secondly, Let the upper cistern C be supplied with the turpid water, either by hand or by a ball cock, from the main or some adjacent reservoir, &c.

Thirdly, The turbid water will then pass into the lower part of the filtering chest D, and, after expelling the air therefrom, by means of the pipe E, will ascend through the gravel in the said chest, and run therefrom in a purified stream into the bottom cistern F; from whence it may be drawn for use.

Fourthly, If it shall be intended to obtain in a large reservoir the full produce of the machine, by keeping it continually in action, a pipe must be fixed to the cistern F, within two or three inches of the top thereof, to convey the filtered water into the said reservoir.

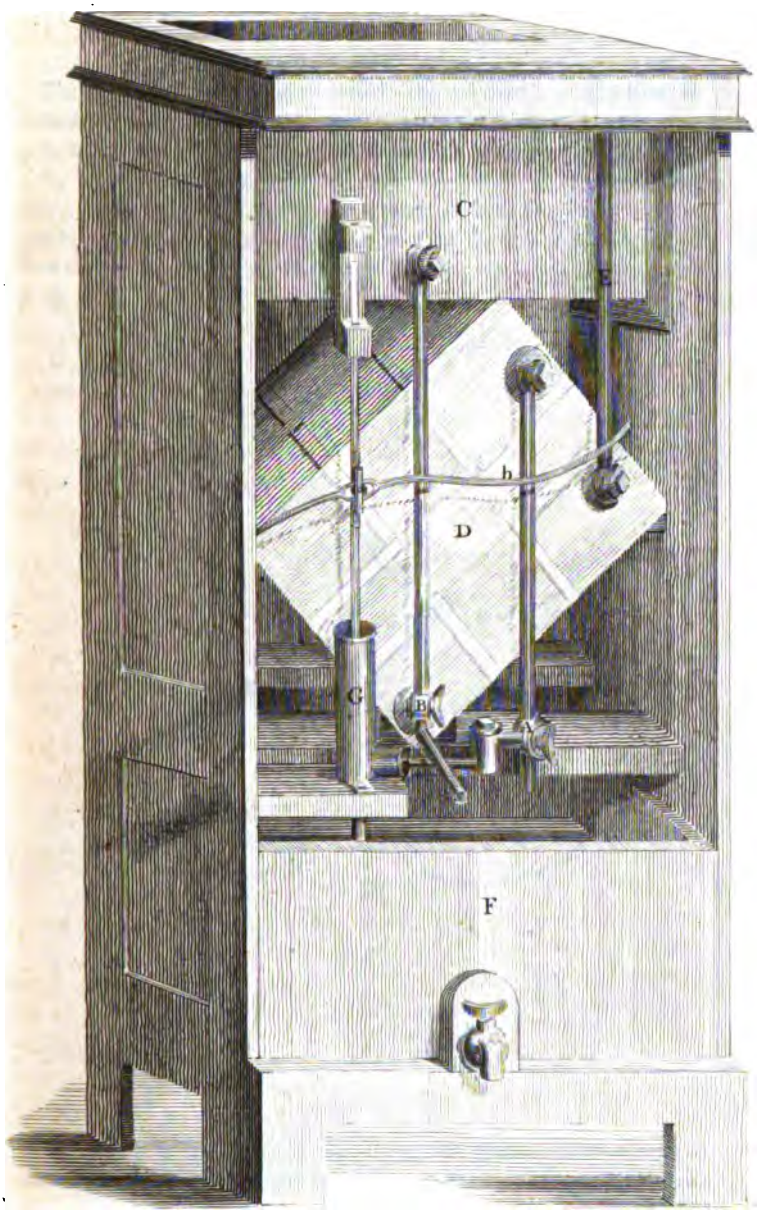
Fifthly, When the operation of the machine is stopped, or becomes languid, the gravel must be cleansed in the following manner, viz. turn the handles of the cocks A and B to a horizontal position; place a bucket, &c. under the cock B; and work the pump G by the lever h until the water comes out nearly the colour it was of when put into the cistern C.

Sixthly, Then restore the handles of the cocks to their first position, and the filtration will re-commence and continue as at first, until it shall be found necessary to repeat the operation of cleansing the medium.

N. B. Whenever it may be necessary to sweeten fœtid water by an admixture of powdered charcoal, this machine will be found very useful in separating the charcoal therefrom when that has had its effect.

☞ Machines on ship-board may be filled with the turbid water, by means of a large funnel through the aperture in the top thereof, until it will wet ten inches of a rule or stick put therein.

N. B. If a piece of bunting, &c. is put over the funnel, or tied to the nose of the cock by which the turbid water is introduced, it will keep out any very gross matter, and thereby prevent the pipes being clogged.

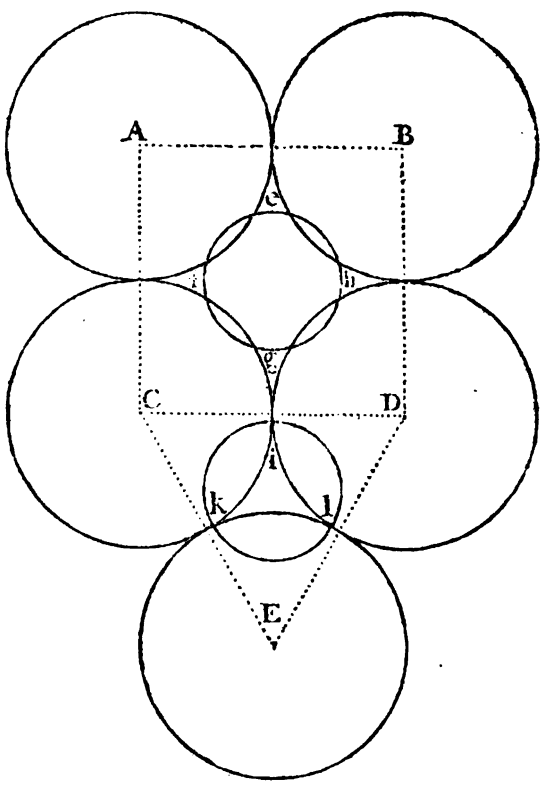


Naval Chronicle.

☞ In times of severe frost, if the machine is exposed thereto, it will be proper to keep the filtering chest empty of water, to prevent injury to the pipes, &c.

THE PRINCIPLE DEMONSTRATED.

The general principle upon which the medium for filtration is formed is this; if a number of equal spheres are laid upon a plane so as to touch each other, the greatest possible space or interstice e, f, g, h, will occur; when four of them happen to lie so that lines drawn from their centers form a square A B C D, and the least possible space or interstice i, k, l, will be had, when lines drawn from the centers of three of them form an equilateral triangle, as C D E.



Whence it is evident from inspection, that if upon the first layer or stratum of spheres, a second stratum be laid of equal spheres, whose

diameters shall not be less than one half of those of the first stratum, the second bed of spheres or particles, cannot possibly pass through the interstices of the first, howsoever they may chance to be disposed.

A decreasing progression, according to this law, being observed in every succeeding stratum, the interstices or spaces between the spheres converge very swiftly, so as to form a secure foundation for the filtering agent or stratum, how fine soever its particles may be chosen.

But as the forms of gravel stones are not spherical, it is necessary, in practice, to increase the number of particles in the height or thickness of each stratum, to correct any errors which might arise from the irregularities of the forms: and this, long and repeated experience has firmly established to be perfectly adequate to the intention; so that not a single particle of a bed of sand, glass, or other matter, reduced if possible to an impalpable powder, can, by any means, descend through the interstices of the stratum upon which it is placed.

This distribution of the filtering particles refines the fluid by degrees; its grosser foulnesses are progressively arrested as they rise; and every succeeding stratum executes its own proper office only.

This systematic arrangement of the strata, is equally favourable for cleansing the medium, whenever its operation appears to be diminished; the areas of the interstices continually increasing downwards in a fourfold proportion (according to this series 1, 4, 16, 64, 256, 1024, 4096, &c.) a free passage is afforded for the sudden and complete precipitation of all foreign particles, by a few strokes of the small force pump G.

CERTIFICATE OF ITS UTILITY.

WE the undersigned do hereby certify, that in obedience to an order from Sir Peter Parker, Bart. Admiral of the White, Commander in Chief, &c. &c. &c. That we have this day been on board his Majesty's Ship Vengeance, and caused the necessary experiments to be made to ascertain the utility of a machine for purifying water by filtration.

And we give it as our mature opinion, that the machine for the filtration of water fully and completely performs all that the Maker promises in his descriptive pamphlet of it; and that in one instance we found its excellence to have exceeded his report of it, for we saw the filtration performed at the rate of a gallon in two minutes, or 720 gallons in 24 hours.

And we beg leave to recommend it as a most useful machine, and to express our wish for its common use in the Navy, particularly in long voyages.

Given under our hands on board the Vengeance, Spithead, July 22, 1799,

T. M. RUSSELL, Captain of the *Vengeance.*
EDWD. BOWATER, *Magnificent.*
THOS. LARCOM, *Lancaster.*

Extract of a Letter to Mr. Peacock, *from his Agent* Mr. Mountague.

London, 30th Aug. 1799.

DEAR AND HONOURED SIR,

I HAVE received a very handsome letter from Captain Russell, of the Vengeance, and a copy of the Certificate, which has been sent to the Admiralty in consequence of the further trial directed by them. It is directed to Sir. Peter Parker, as follows:

"SIR,

"When in pursuance to an order from the Right Honourable the Lords Commissioners of the Admiralty, we caused "the experiments for purifying water by filtration to be made "with the patent machine, we only attended to the process "and its effect; which appeared to us extraordinary and "satisfactory; as we knew that the principles and construction, were already known to their Lordships.

"But as it appears, we ought to have been more circumstantial in our report. We beg leave to state, that the water "which we put in to be first filtrated was the dregs of three "scuttle butts produced from the water which had been near "four years in the Vengeance. It was as thick, and almost "as black as ink. The cock was opened, and it ran water "perfectly pure and clear. After it had run off five or six "gallons, that cock was stopped: the air-pump was worked "half a dozen strokes, and the other cock being opened, it "delivered all the extraneous matter which could not pass "up through the medium. This was a most filthy compound "at first, but it cleared gradually to the quality of the water "put in for filtration. We then stopped that, and let the "first cock run off the pure water as before.

"Yet the water thus purged retained a great deal of its "bad smell, of which this machine, from its closeness, cannot "possibly divest it; but *Ostridge's Machine, with which his*

" *Majesty's Ships are supplied,* and which in some degree de-
" composes water in open air for the admission of *pure,* and
" consequently the repulsion of *foul air,* will render the water
" perfectly *pure, pleasant,* and *wholesome.*" This is signed by the three Captains who signed the first; and I think it is every thing we could wish.

I am your faithful servant,
WM. MOUNTAGUE.

James Peacock, Esq. Margate.
To be left at the Post Office till called for.

As many persons have entertained an idea that this machine will do much more than its inventor proposes, it is necessary to state that it will only cleanse the fluid, and that it will not render salt water fresh, neither will it divest any fluid of its colour: this has been evinced by passing both porter and wine through a coarser medium than that necessary for water (when in their proper states to receive finings), and it has rendered them perfectly clear and bright, but has in no wise impaired their colour, or injured their good qualities. Water stained with new oak, or tinged by the dried leaves of trees or other vegetables which abound in autumn, will become perfectly clear, but the colour will remain till the cause thereof declines.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

OBSERVING your desire of communication from professional men, I beg leave to inform you, you have been mistaken in stating that the Zealous, Captain Hood, led in the action of the Nile: the Goliath, Captain Foley, led, and engaged the second ship; the Zealous followed, and Captain Foley pushed on to the next ship to make more room for those that should come inside after him. There is no doubt of the fact; I am told, Mr. Editor, that Lord Hood himself mentioned it in the House of Lords; you will also see it mentioned in Lord Minto's speech.—Captain Hood is a man of such distinguished merit, that you need not give him what belongs to another.

VERAX.

High Court of Admiralty.

BEFORE SIR WILLIAM SCOTT, JUDGE.

AUGUST 1.

(Continued from Page 219.)

SALVAGE.

MINERVA EAST-INDIAMAN.

THE following Cause, which involves a subject of the utmost importance to the Commercial Part of the Country, was this day argued:—

On the 30th of January last, the MINERVA *East-Indiaman*, bound from *Bengal* to *London*, was at her moorings in the Downs. A violent storm, or rather hurricane, came on, by which she was driven from her moorings. She lost her best bower anchor, a small anchor, and had only her sheet anchor left, which was insufficient to secure her in that anchorage. Thus situated, she drifted right before the wind, the wind blowing violently from the S. S. W. till she was within the length of half a cable of His Majesty's Ship the Diomed. The crew of the Diomed were sensible of the imminent danger both ships were in, and were preparing, as the only means of avoiding the Minerva, to cut their own cable; but the Minerva suddenly veering from the course she was in, rendered this unnecessary. While the Minerva was drifting towards the Diomed, and, as well as several other ships in the Downs, was firing signals of distress, she was hailed by the *Sparrow*, an open Lug-boat belonging to *Deal*, of eleven tons and six men, at that time expressly on the look-out to assist ships in distress. They went on board, by the desire of Captain Blaney, of the Minerva, and the first thing directed, in order to avoid the immediate danger of running foul of the Diomed, was to cut the stay-cable, lower the topsail, and loose the foresail. It had the desired effect, and the Minerva, it was clearly proved, owed her safety to this skilful operation. Captain Blaney enquired of the Boat's Crew whether they had a Pilot among them who could carry his ship to the North Sea, to Yarmouth, or Margate Roads, where the anchorage was such that he could use his remaining anchor? But they observed they were not Pilots, and declined offering him any assistance, unless he would allow them to convey him to Ramsgate Harbour, to which he immediately consented. On their first coming on board, they had doubted whether even this was practicable; and had proposed, as the only mode of saving the ship and cargo, to cut away her main-mast, and run her ashore in Pegwell Bay; but in the

mean time another lugger, the *Pitt*, came up, and it was then determined that she might be carried into Ramsgate Harbour. Some objection was at first made by the Crew of the *Sparrow*, to receiving the assistance of the Pitt; but it was afterwards agreed they should all equally share in any advantage that might be gained for having saved the Minerva. They accordingly carried her safe into the harbour of Ramsgate, and afterwards made a claim of 7000l. as salvage, for having saved the ship. This demand was resisted, as considerably too exorbitant, and the sum of 700l. was offered as a reasonable and adequate compensation, but was rejected, and the present suit was instituted, in order to obtain the opinion of the Court of Admiralty upon the subject. It appeared the ship and cargo were worth 40,000l. It was also deposed in evidence by several Naval Officers who were on board their ships in the Downs at the time the circumstance took place, that the Minerva was in the greatest possible danger; that infinite merit was due to the Crew of the Luggers, particularly of the Sparrow, and that they were entitled to a very ample and liberal reward.

Sir John Nicholls and *Dr. Arnold* contended, that this was not a case of Salvage, but of Pilotage; that the Captain of the Minerva had never given up the command of his ship; that the manœuvre by which she was prevented running foul of the Diomed, was a common operation of navigation, executed by the crew of the Minerva; and, from any thing that appeared in evidence, might have been the result of the Captain's own orders; that the only assistance the Captain wanted, was to be piloted to the North Sea, that the carrying the Ship into Ramsgate Harbour was an act which the Lugger's crew had preferred, from their local knowledge of the place; that they were only entitled to be paid as pilots, and consequently that 700l. was more than a sufficient remuneration.

Doctor Lawrence and *Dr. Swabey*, on the other side, insisted that the service performed was of the most meritorious nature, and deserved to be repaid by the same rate of salvage as was usually given for saving a ship of such immense value. The Salvors, however, under all the circumstances, were contented to take much less; but they trusted that an allowance of five per cent. would be the least the Court would award them.

JUDGMENT.

Sir William Scott delivered his judgment between the parties to the following effect:

"In this case a distinction has been made between Salvage and Pilotage:—they certainly are subjects extremely different in their nature, though they are frequently combined. Pilotage consists in

an act of labour performed at the helm by persons peculiarly bred to that way of life. Such a service as this may be attended with danger, or it may not, according to circumstances; but it is a clear position, that a service of this kind, even though it should be accompanied with hazard, does not become salvage. It is true that, in the common acceptation and popular sense of the word, it may be so considered; but in a legal and technical point of view, it certainly cannot. So Salvage, under certain circumstances, may be considered as an act of Pilotage, according to the accidental connection and coincidence of events, but, generally speaking, it is an act perfectly distinguishable from it. In the present instance, the persons who claim salvage for having saved a valuable ship, are confessedly not Pilots:—they are Proprietors of Boats, who, possessing a considerable share of skill and intrepidity, contribute by their exertions to the security of the navigation in a very dangerous part of our coast. In the most tempestuous weather they run out to sea, at the peril of their lives, for the purpose of offering their services to vessels in danger of suffering shipwreck, and thus are frequently instrumental in preserving the lives and properties of those who seek our shores. A service of this kind is in itself so important, that the Court cannot but be extremely unwilling to discourage the efforts of those engaged in it. It rather wishes that they should be liberally rewarded.—The Commerce of the Country is concerned, and intimately depends upon holding forth rewards to those who voluntarily hazard their lives in hopes of obtaining them. It may be proper, in the first place, to consider what was the situation of this ship. It appears she was an East Indiaman, in the course of navigation from the East Indies, under the care of a Captain who was no stranger to the general business of conducting a vessel to our coasts. He had brought her in safety through a tedious voyage, with the nature of which, from his long services, he was perfectly acquainted.

"On the 30th of January it appears he moored his ship in the Downs, soon after which a violent storm, by some of the witnesses described as a hurricane, arose: the ship parted from her anchors, and was drifting in a manner truly alarming to the individuals on board; the night was dark; The Captain was not precisely acquainted with that particular part of the coast, and besides, there was no anchorage ground by which his only remaining anchor could secure him.—While the ship was in this hopeless situation, it appears in the depositions, though the fact has not been alluded to, that the crew were on the point of making an experiment, by clearing away the foresails, in order to steer for the Gull Streams—what the success of this experiment, might have been, I know not; it certainly was hazardous, and might in all probability have failed. While comtemplating this experiment,

which certainly could not have been made without considerable peril, he naturally looked out for a Pilot.—These persons came up, and offered their assistance; I feel it my duty to take up their merit at a much earlier stage than it has been considered by the Learned Counsel —I conceive the merit attributable to them attaches from their first leaving the shore, and braving the dangers of a stormy sea in a dark and boisterous night; not acting as Pilots, a capacity which would have imposed such a duty upon them, but as volunteers, taking the chance of what assistance they might have been enabled to offer, and committing themselves in an open boat, at the risk of their lives. It is this that constitutes their principal merit; for after they got on board, it does not appear any very great exertions were used, nor indeed were any very great exertions necessary. It is important to the country, and the preservation of its commerce, that men acting in this manner should be animated by the certain hope of being amply rewarded when their services are required, for they often venture out in stormy weather, without meeting with any vessel in a situation that renders their assistance necessary. They were asked whether they were Pilots? and answered truly that they were not. No ill conduct can be imputed to them, though it has been attempted, for the part they acted: they said they would not take charge of the vessel to the North Seas —they were inadequate to the task of carrying her there with safety, and they accordingly stated in express terms, that if the Captain would not allow them to navigate her into Ramsgate Harbour, he was not to expect any assistance from them. Surely this was language by no means improper for them to hold. It appears that the other boat having come up, an altercation took place;—some were for cutting away the mast, and running the ship on shore. Such an altercation taking place, without any opposition on the part of the crew, shews pretty strongly what must have been the situation of the ship; for had it not been in a state of the greatest danger, no Captain entrusted with so important a charge would have heard of such a proposition without protesting against it. It was a proposal that must have shocked the ears of any one; and therefore it appears from that circumstance, the ship, after the boats crews were on board, was in no mean hazard. They then joined in conducting the ship to Ramsgate Harbour, which they accomplished with very little exertion. As to the act of veering the ship by lowering the sails, it has not been proved to have been the act of these men; the ship's crew must have been competent to such an act of navigation, and the Captain must have known such a manœuvre would have produced such an effect. I therefore cannot attribute this as any great merit to the people of the boats. The vessel was carried into Harbour with as little exertion as I have ever known. In some cases we hear of ships beating about two or three days; but here the

whole was performed in the space of two hours and a half. There was no danger after they were on board; nor has it been shewn that any ship was lost in consequence of the violence of the weather. It is evident there was very little labour in doing what was done; but the great merit to which I look, is in the original act of venturing from shore. The reward, therefore, should be proportioned, not to the actual labour, but with a view to the general utility of such hazardous services. When I consider the lives that are at stake, and the property that is exposed by the dangers of the sea; and when I find both preserved by the exertions of such persons as are now before the Court, I must say, that, to my mind, the necessity of Captains and Owners of Ships dealing largely and liberally towards them is obvious. Here has been an offer of 700l. which the persons who have rendered this service have refused, not taking it upon themselves to appreciate their services, but referring it to this Court whether it was a proper compensation; and stating their readiness to acquiesce in the opinion of the Court. I cannot see such conduct, on their part, in an improper light. The subject was a very fit one to refer to a third person, and the law has appointed this Court as such third person. I do not see they have embarrassed the case with any unnecessary litigation—they have put in but one plea, and have given the Owners every facility with regard to the cargo, by not insisting upon keeping the arrest in force till the determination of the question. Considering, upon the one hand, the general security of the navigation; and, on the other, the small exertions which were necessary in this case, I shall give rather more than was offered, but less than was asked. *I shall give them two and a half per cent. on the value of the ship and cargo, with their expences.*"—*Decreed accordingly.*

DIMENSIONS

Of His Majesty's Ship CANOPUS, *originally the* Franklin, *Rear Admiral* Blanquet, *captured by Admiral Lord* Nelson *at* Aboukir, *and now lying at* Plymouth.

		Weight.	*No.*
Lower Deck Guns	36	8450	30*
Main Ditto Ditto	24	5426	32
Ditto Brass	24	5536	2
Quarter Deck Guns	12	3740	12
Ditto Brass	12	3209	2
Forecastle Guns	12	—	6
Brass Carronades, Poop	36	—	6
Ditto swivels in the Tops	2	—	4
Length	197 *Feet*, 6 *Inches.*		
Breadth	51 0		
Tonnage	2222 *Tons.*		

* Two Brass Guns were also on each side; which were sold to the Portuguese Government for 800l.

Gazette Letters.

ADMIRALTY OFFICE, JULY 20.

Extract of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 16th inst.

YOU will herewith receive a copy of a letter from the Hon. Henry Curzon, Captain of his Majesty's ship Indefatigable, which is transmitted for their Lordships' information.

MY LORD, *Indefatigable, at Sea, May 31.*

Being in latitude 43 deg. 7. min. North, and 11 deg. West long. fell in with and captured the French privateer brig Le Venus, mounting 12 four and 2 nine pounders, and manned with 101 men, from Rochefort; had been out nine weeks, and taken the schooner Clarence, from Lisbon bound to London, and ship, from Lisbon bound to Hamburgh, laden with salt.

I have the honour to be, &c.

H. CURZON.

Copy of a Letter from Capt. Henry Digby, Commander of his Majesty's Ship Alemene, to Evan Nepean, Esq. dated at Sea, the 6th of July.

SIR,

I inclose you, for the information of their Lordships, a copy of a letter to Earl St. Vincent. The privateer therein mentioned, sailed from Passage with Le Bordelais French ship privateer, and Le Grand Decide brig; they were victualled for three months, and were to return themselves and send their prizes to Passage.

I have the honour to be, &c.

H. DIGBY.

MY LORD, *Alemene, July 6.*

Receiving information of several large privateers that had been hovering on the coast of Portugal having gone to the Westward, I thought it expedient for the commercial interest, to exceed the limits of my station, and on the 22d of June, in latitude 38 deg. 50 min. North, long. 31 deg. West, a ship boarding an American was seen, which I chased; she parting, the American made to and told me she was French, then distant two leagues; the weather being clear, I saw his manœuvres, and acted accordingly throughout the night, and by using every possible exertion I got round the Island of Corvo, in calms and light winds, on the 25d: the enemy, equally active in his endeavours to avoid, preserved his distance by towing and sweeping to the Westward. On the 24th and 25th I passed by two English brigs, and upwards of forty sail of merchant vessels, steering for Lisbon; a breeze from the Northward on the 26th brought me by six in the morning within gun-shot of the enemy; a running fight commencing, she struck after seven, in lat. 39 deg. 29 min. North, long. 33 deg. West, having suffered in her hull, sails and rigging; is named the Courageux, of Bourdeaux, pierced for 32, but carrying only 28 twelve and nine pounders (of which some were thrown overboard during the chace), with 253 men, commanded by Jean Bernard; twenty-three days last from Passage, expressly to intercept the Brasil convoy.

I have the honour to be, &c.

H. DIGBY.

Copy of a Letter from Vice-Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels in the Leeward Islands, dated June 8, 1799, to Evan Nepean, Esq.

You will be pleased to acquaint their Lordships that Captain Ekins, of his Majesty's ship Amphitrite, captured on the 22d ult. to windward of Antigua, Le Duquesne French privateer coppered brig, of 16 guns, nine-pounders, and 129 men, belonging to Guadaloupe, which he sent to Barbadoes.

This vessel had been out but three days, and made no captures. She was bound on a cruize to the windward of the Islands, is a very fast sailor, and one of the finest privateers in these seas.

Extract of a Letter from Admiral Lord Duncan, Commander in Chief of his Majesty's Ships and Vessels in the North Seas, to Evan Nepean, Esq. dated off the Texel, July 17, 1799.

I transmit, for their Lordship's information, another letter from Captain Winthrop, of his Majesty's ship, Circe: much praise is due to him and the Officers under his command, for their spirit and enterprize and good conduct on this as well as on a former occasion.

MY LORD, *Circe, off Ameland, July 11, 1799.*

I feel great pleasure in acquainting your Lordship, that the boats of our little squadron * made another dash into the Watt, at the back of Ameland last night, and brought out three valuable vessels deeply laden with sugar, wine, and brandy, they also burnt a large galliott, laden with brass ordinance and stores, which could not be brought off, notwithstanding the perseverance of Captain Mackenzie, to whom I am very much indebted for his coolness and judgment in the management of this affair; and also to Capt. Boorder, whose local knowledge has been of great use to me. Lieutenant Searle, who commanded a schoot converted into a gun-boat, and Lieutenant Pawle, who commanded the Circe's boats, upon this (as well as upon a former occasion, conducted themselves very much to my satisfaction, as did the honest fellows under their command, who were at their oars fifteen or sixteen hours in a very hot day, opposed to an enemy of superior force, but I am happy to say not a man was hurt.

I have the honour to be, my Lord, &c.
R. WINTHROP.

Copy of a Letter from Vice Admiral Dickson, Commanding Officer of his Majesty's Ships and Vessels in Yarmouth Roads, to Evan Nepean, Esq. dated July 19, 1799.

SIR,

Herewith I transmit, for their Lordships' information, a letter from Capt. Wood, of his Majesty's sloop Hound, acquainting me of his having captured L'Hirondelle French lugger privateer.

I have the honour to be &c.
ARCH. DICKSON.

SIR, *Hound, off East Rico, June 23, 1799.*

I have the honour to inform you, that on the 20th inst. the Scaw bearing S. S. W. distance eight leagues, at two A. M. I fell in with and captured the French lugger privateer L'Hirondelle, mounting five guns, two swivels, and twenty-six men; three weeks from Dunkirk, and had taken nothing.

I am, &c.
J. WOOD.

Copy of a Letter from Captain Wollaston, of his Majesty's sloop Cruizer, to Evan Nepean, Esq. dated Leith Roads, July, 15, 1799.

SIR,

I beg leave to acquaint you, for the information of their Lordships, that on the 13th inst. in latitude 56 degrees North, I fell in with and captured, after a chace of three hours, the French lugger privateer Le Courageux, of fourteen guns, and forty-seven men, belonging to Dunkirk; out six weeks, and had taken four prizes, one of which I re-captured on the evening of the 12th.

I have the honour to be, &c.
C. WOLLASTON.

ADMIRALTY OFFICE, JULY 23.

Copy of a Letter from George Losack, Esq. Captain of his Majesty's Ship Jupiter, to Evan Nepean, Esq. dated in Table Bay, Cape of Good Hope, Feb. 25, 1799.

SIR,

I HAVE the honour to inclose, for their Lordships' information, a copy of a letter I have received from Captain Henry Lidgbird Ball, of his Majesty's ship

* Circe, Fylades, L'Espiegle, Courier cutter, and Nancy cutter.

the Dædalus, stating the particulars of the capture of La Prudente French national frigate, in latitude 31 degree 30 min. South, longitude 33 degrees 40 min. East. La Prudente is a fine ship, but the repairs she would require to fit her for his Majesty's service would, in this country, amount to a large sum of money, in my opinion more than the ship is worth. I have therefore declined taking her into his Majesty's service.

I have the honour to be, &c.
GEO. LOSACK.

Dædalus, Table Bay, Cape of Good Hope, Feb. 16, 1799.

SIR,

I have the pleasure to inform you, that on the 9th instant, in latitude 31 degrees 30 min South, longitude 33 degrees, 20 min. East, a little past daylight in the morning, we saw two sail on the starboard bow; perceiving one to be a large ship, gave chace to her at six. At half past twelve P. M. came up alongside of the chace, and brought her to action; in fifty-seven minutes after which she struck. She proved to be La Prudente French national frigate, from the Isle of France, manned with 297 men, and mounts 26 twelve-pounders on the main deck, two long six pounders and two brass howitzers on the quarter-deck; she is pierced for 32 guns, 14 on a side, besides the bridle-port on the main deck, was built at Brest about years since, and is a very fine large ship. The ship in her company, when we first saw her, was an American, which they had sent on to the Isle of France as a prize. It is with great satisfaction that I communicate the capture of La Prudente, being one of the frigates which has done so much injury to our trade in the East Indies for some time past. All the Officers and ship's company of his Majesty's ship under my command behaved to my full satisfaction during the action; and I beg to recommend in the strongest terms the First Lieutenant, Mr. Nicholas Tucker, who is now in charge of the prize. Enclosed I transmit a list of the killed and wounded on board the two ships.

I am, &c.
H. L. BALL.

To George Losack, Esq.

Return of killed and wounded on board his Majesty's ship Dædalus, and the French national frigate La Prudente.

Dædalus.——One seaman and one marine killed.—Eleven seamen and one marine wounded.

La Prudente.——Twenty-seven men killed.—Twenty-two men wounded.

ADMIRALTY OFFICE, JULY 27.

Copy of a letter from the Earl St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Port Mahon, June 14, 1799.

SIR,

I ENCLOSE a letter from Capt. Peard, of his Majesty's ship the Success, recounting a very gallant exploit performed by the First and Third Lieutenants of that ship, the Lieutenant of Marines, and the crews of three boats, which appears to me equal to any enterprize recorded in the naval history of Great Britain, and will, I am fully persuaded, merit the approbation of the Lords Commissioners of the Admiralty.

I am, Sir, &c.
ST. VINCENT.

MY LORD, *Success, Port Mahon, June 13, 1799.*

The 9th instant, standing towards Cape Creaux, in pursuance of instructions I had received from Lord Keith, I discovered a polacca in the N. W. to whom I gave chace; but in consequence of her being near the land, I could not prevent her getting into the harbour of La Selva, a small port, two leagues to the northward of the Cape: however, as she had shewn Spanish colours, and there being no appearance of batteries to protect her, and the weather very favourable, I was induced to send the ship's boats to try to bring her out, with instructions to Lieutenant Facey, who commanded, to return, should he find any opposition of consequence: at four in the afternoon, Lieutenant Facey in

the barge, Lieutenant Stupart in the launch, and Lieutenant Davison of the Marines, in the cutter, all volunteers on this occasion, put off from the ship, and at eight, after a good deal of firing, I had the satisfaction of seeing the polacca coming out, round a point, which had kept them from our sight for more than an hour. During the time the boats were engaged, several of the enemy's gun-boats endeavoured to get in, but were prevented by our shot. The captured vessel proved to be the Lella Aurora, from Genoa, bound to Barcelona, laden with cotton, silk, rice, &c mounting ten carriage guns, nine and six pounders, and having on board, when attacked, one hundred and thirteen men: she was surrounded by a netting, and supported by a small battery, and a large body of musquetry from the shore. I am sorry to inform your Lordship, that our loss has been great, three of those gallant fellows having been killed on the spot: and Lieutenant Stupart, an Officer inferior to none in his Majesty's service, for zeal, courage, and ability, with nine others, badly wounded; one of whom died this morning. The conduct of Lieutenant Facey, my Lord, who commanded, does him, in my opinion, great honour; he appears to have been the first on board, and to have shewn throughout the whole great firmness and good example. The attack, my Lord, was made in the face of day by forty-two men, in three boats, against a ship armed with one hundred and thirteen men, secured with a boarding netting, and supported by a battery, and a large body of men at small arms on the shore. I trust, my Lord, this fair statement of facts will be a sufficient recommendation of Lieutenants Facey and Stupart, and Lieutenant Davison of the Marines, together with the petty Officers and men who acted with them.

I have the honour to be, &c.

S. PEARD.

Admiral the Earl of St. Vincent, K. B. &c.

List of the killed and wounded on board the boats of his Majesty's ship Success, on the 9th of June, 1799.

Barge—John Grey, killed. John Londres, ditto. James Shaw, (2d) wounded. Thomas Edwards, ditto. John Hughes, ditto. William Robinson, do.

Launch.—William Orr, killed. Lieutenant G. Stupart, wounded, Richard Hornsby, ditto. William Madden, ditto. James Shaw, (2d) do.

Cutter.—Tho. Needham, wounded. Wm Lamb, do.

Extract of another Letter from the Admiral the Earl of St. Vincent. K. B. to Evan Nepean, Esq. dated at Port Mahon, June 17, 1799.

Herewith I enclose the copy of a letter from Captain Young, of his Majesty's ship Ethalion, who has been cruizing off the Bay of Palma, the west end of the Island of Majorca, where he captured and sent into this port seven vessels, laden with wheat, sheep and other articles of provisions; and three others this day.

I likewise enclose the copy of a letter from Captain Cockburn, of La Minerva, giving an account of his having captured, in company with the Emerald, off the S. E end of Sardinia, La Caroline French privateer ship, of sixteen guns and ninety men, which he has sent into this port.

His Majesty's Ship Ethalion, off Palma Bay, June 11, 1799.

MY LORD,

In pursuance of orders from Captain Halsted, of his Majesty's ship Phœnix, I proceeded off Palma Bay with the Ethalion under my command. On the morning of the 10th inst. we discovered a number of vessels standing into the Bay, with a light air at East. The Ethalion being becalmed, I hoisted the boats out, and sent them, under the direction of Lieutenants Pym and Launcey, to endeavour to cut them off from Palma Bay. After a long and fatiguing row they took possession of two brigs and five tartans, from Barcelona, laden with wheat and sheep from Majorca.

I have the honour to be, &c.

JAMES YOUNG.

La Minerva, at sea, June 7, 1799.

MY LORD,

I have the honour to inform your Lordship that the Emerald and Minerva captured this morning, off the S. E. end of Sardinia, La Caroline French privateer ship, of sixteen guns and ninety men.

GEORGE COCKBURN.

Extract of another Letter from the Earl St. Vincent, K. B. to Evan Nepean, Esq. dated at Port Mahon, the 22d June, 1799.

YOU will herewith receive, for the information of the Lords Commissioners of the Admiralty, a letter from Vice Admiral Lord Keith, inclosing one from Captain Markham, of his Majesty's ship Centaur, giving an account of the capture of a squadron of French frigates, which had made their escape from Alexandria.

MY LORD, *Queen Charlotte, at sea, June 19, 1799.*

I have the honour to inform your Lordship of the capture of five French vessels by the squadron under my command, and to inclose your Lordship Captain Markham's letter, whose ship was most advanced, and whose conduct on this occasion, as on all others, has been most exemplary.

KEITH.

MY LORD, *Centaur, June 19, 1799.*

I have the honour to inform you, that pursuant to your signal of yesterday for a general chace to the N. E. I came up with and captured three frigates on the evening of this day.

The Bellona and Santa Teresa frigate being nearest when the two sternmost struck, I made their signals to take possession of them, whilst I pursued the third, which struck also in an hour afterwards. The Emerald in the mean time took the Salamine brig, and the Captain the Alerte.

This squadron was commanded by Rear Admiral Perré, thirty-three days from Jaffa, bound to Toulon: for their names and force I beg leave to refer you to the list. J. MARKHAM.

La Junen, Rear Admiral Perré, Porquerer Captain, 40 guns, eighteen pounders, 500 men.

La Courageux, Builie Captain, 22 guns, twelve pounders, 300 men.

L'Alceste, Barrée Captain, 36 guns, twelve pounders, 300 men.

La Salamine brig, Sandry Lieutenant, 18 guns, six pounders, 120 men.

L'Alerte brig, Dumay Lieutenant, 14 guns, six pounders, 120 men.

Copy of another Letter from Admiral the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board his Majesty's ship Argo, Gibraltar Bay, July 6, 1799.

I enclose, for the information of my Lords Commissioners of the Admiralty, a letter I have received from Captain Gage, of his Majesty's ship the Terpsichore, giving an account of his having captured a Spanish armed brig.

MY LORD, *Terpsichore, at sea, June 23, 1799.*

I have the honour to inform your Lordship, that I chased this morning, at day break, a Spanish xebec and an armed brig; the latter (St. Antonio) I captured, having carried away her main-top-mast in the chace; she has fourteen brass guns, twelve and six pounders, with seventy men; sailed last evening from Malaga, in company with the xebec. W. G. GAGE.

ADMIRALTY OFFICE, JULY. 27.

Copy of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated Port Royal harbour, Jamaica, June 1, 1799.

Herewith you will receive, for the information of the Right Hon. the Lords Commissioners of the Admiralty, an account of privateers and merchant vessels taken and destroyed by the squadron under my command, since my last returns by his Majesty's ship La Renommée, dated the 6th ult. which you will be pleased to lay before their Lordships. H. PARKER.

An account of Privateers, Armed Vessels, and Merchant Vessels, captured and destroyed by the squadron under my command, since my last return, dated the 6th of May, 1799, by his Majesty's ship La Renommée.

Privateers and Armed Vessels.

By the Magicienne.—The French armed schooner L'Esperance, pierced for 14 guns, only four on board, and plenty of small arms, with a cargo of flour, hams, and butter; was chased on shore, but got off with the loss of her false keel, the crew escaped taken. A French schooner, copper bottomed, pierced for ten guns: chased on shore and burnt by the boats.

By the Acasta, in company with Aquilon and Squirrel—A Danish schooner, from Jacquemet to St. Thomas, with a cargo of coffee and dollars; taken.

By the Acasta—A Spanish polacre of two guns 130 tons, from St. Juan, Porto Rico, bound to La Vera Cruz, with a cargo of brandy, wine, and dry goods: taken by the boats. The French schooner L'Aimable Eustatie, of one gun, 16 men, and 20 tons, and a cargo of 268 bags of coffee, from Francois, bound to St. Thomas: taken. The Spanish ship La Juno, of eight guns (pierced for 16), 22 men, and 130 tons, laden with cocoa and indigo, from La Guira, bound to Cadiz: taken. Two French row-boats, schooner rigged: destroyed. Two Spanish doggers, sloop rigged: destroyed.

By the Surprise—The French armed schooner Les Amis, of one gun, and a cargo of coffee, from Gonaives, bound to Barracoa: taken.

By the Albicore—A Settee Spanish privateer, armed with small arms, &c. and 31 men, cut out of a small bay to the Eastward of St. Jago de Cuba by the boats.

By La Legere—The national brig L'Eclair letter of marque, with a cargo of dry goods and provisions from St. Thomas, bound to Port-au-Paix, pierced for 16 guns, had eight mounted at the beginning of the chace (six of which were thrown overboard), and 29 men: taken.

By the Sprightly—The French schooner L'Esperance, of six guns and 22 men, with a cargo of sugar and coffee, from Cape Francois to St Thomas: taken.

Merchant vessels taken and destroyed

By La Magicienne—The Spanish brig Nostra Senora del Carmen, with salt: taken. A Spanish schooner (same name as the brig), laden with flour, indigo, cinnamon, &c.: taken. A French schooner, from Aux Cayes to St Thomas, laden with coffee: taken. The French schooner Speculator, from Curracoa to Jacquemel, laden with provisions and dry goods: taken.

By the Squirrel and Musquito—A Spanish schooner, from Port-au-Plat, with dollars: taken.

By the Acasta—A Spanish sloop, with plantains, taken by the boats, and broke up. The Spanish sloop Rostra Senorr del Carmen, with plantains, taken by the boats, and cut adrift while in chace. The French schooner La Capriecieus, from Jeremie, bound to St. Thomas, with a cargo of 115 bags of coffee, taken off Ocoa Point, by the boats. A Spanish sloop, taken off Ocoa Point, with a cargo of sugar, by the boats. A Danish ship from St. Juan, Porto Rico, bound to St. Thomas, with a cargo of 30 tons of fustick, cut out of a small bay ten leagues to leeward of St. Juan, by the boats. The Spanish schooner Polly, of 70 tons in ballast, burnt by the boats. The Spanish sloop La Magicienne, with plantains, corn, and stock, taken by the boats, and cut adrift while in chace. The schooner Lucas, under Danish colours, from Mayoguave, bound to St. Thomas, with a cargo of 78 bags of coffee, taken by the boats.

By the Surprise—The American brig Juno, from Barracoa to Baltimore, laden with sugar and coffee, had been taken by a French privateer: re-taken.

By the Pelican—A ship under American colours, from Jeremie, laden with coffee: taken.

H. PARKER.

Extract of a Letter from Admiral Lord Viscount Duncan, Commander in Chief of his Majesty's Ships and Vessels in the North Sea, to Evan Nepean, Esq. dated off the Texel, the 22d inst.

I transmit, for their Lordships' information, a letter I have just received from Captain Hood, of his Majesty's sloop the Hound, giving an account of his having destroyed a lugger privateer, mounting 10 guns, on the coast of Norway; and have hopes, from that Officer's zeal, spirit, and local knowledge, to hear of his falling in with more of the enemy's cruizers who infest that coast.

MY LORD, *Hound Sloop, June 28, 1799.*

Since my last letter to you of the 20th inst. acquainting you of the capture of La Hirondelle French privateer, being off this harbour, I received information from the Consul of a large lugger of 16 guns, cruizing in the bite, or off the Scaw. On the 25th, at two A. M. I fell in with her, and, after a chace of 14 hours, having shot away her main-mast, I drove her ashore on the coast of Jutland, between Robsnout and Hartshall. Blowing very hard, with a heavy sea on the beach, she was soon dashed to pieces; and, I fear, many of the lives of the crew were lost. It gives me pleasure in having destroyed her, as she was one of the largest and fastest sailing vessels on the coast, and was following the rear of the Baltic convoy when I fell in with her.

J. WOOD.

MONTHLY REGISTER
OF
Naval Events.

AUGUST—SEPTEMBER.

ALTHOUGH the resignation of Earl St. Vincent's command in the Mediterranean has been declared in the public prints, we are fully assured that this event, has not as yet taken place; but that the noble Admiral is merely absent on leave.

When the Conquerant, Captain George Clarke, one of Lord Nelson's prizes, was lately surveyed at Plymouth, to discover whether it was safe to send her round to Chatham, she was pronounced to be in too shattered a state, even for so short a distance. During her voyage from Lisbon, she was kept together, by cables being drawn round her, and providentially experienced only favourable weather.

A most pleasing view of the prosperity of the commerce and revenue of this country lately presented itself, on a part of the vacant ground belonging to the Crown, upon Tower-hill, which was never before so usefully occupied.

An extraordinary overflow of business of import, and export, occurring at this time upon the legal quays, a seasonable indulgence was granted by the Governor of the Tower; whereby the principal officers at the Port of London, using their utmost exertions, together with the several officers employed in their department, under the revenue of excise, have been enabled, in little more than a fortnight, to unlade, land, carry to Tower-hill, and there to ascertain and secure the duties, and cause to be cleared away and warehoused, near four thousand pipes of Port wine; the least value whereof may be estimated at 290,000l. and the amount of duties at 16[illegible],000l.

Without such assistance to the legal quays, these important services would most probably not have been wholly accomplished there in less than three months; such is the flourishing state of our trade and commerce.

Extract from a Letter relative to the Expedition to Holland.

"After the gale ceased, which had blown chiefly from S. to S. W. we found ourselves sixteen leagues from the land. A calm succeeded it, and during the remainder of Tuesday, the 13th, and the whole of that night, the troop and cavalry ships had scarcely steerage way.

"It is impossible to do too much justice to the manner in which our fleet has been conducted by Admiral Mitchell. He has brought us all safe through a very heavy tempest, which, when the number is considered, reflects great praise on his judgment and attention. Our fleet consists of one hundred and sixty-six sail, with troops; eleven luggers, and fifty flat-bottomed boats for the purpose of disembarking the troops. To these are to be added the Cynthia's convoy of twenty four ships with Cavalry, with the cutters, making in all *two hundred sail*; and yet—I write it with as much pleasure as I am sure you will read it—there is not one missing, nor out of her station, in the whole fleet!

"On Wednesday we again approached the land, and we could observe the outer ships of the enemy shifting their station, and apparently moving farther up.

"Thursday was intended to be the great and important day. Every necessary arrangement was made for a landing, and for a sea-attack at the same time. The following

LINE OF BATTLE

was given out by Admiral Lord Ducan:

Glatton, Captain Cob, to lead.	Belliqueux, Captain Bulteel.
Ratvisan, (Russian) Captain Greig.	Isis, { Vice-Admiral Mitchell, Captain Oughton.
Romney, Captain Lawford.	Ardent, Captain Bertie.
Veteran, Captain Dickson.	America, Captain Smith.
Mistislaw, (Russian) Captain Moller.	Overyssel, Captain Bazely.
Monmouth, Captain Hart.	

The Dutch Fleet surrendered in the afternoon of Friday, the 30th of August, after various flags of truce had passed during the day between Admirals Mitchell and Story. Our ships had pursued the Dutch Fleet through the Mars Diep to the Vlieter Channel, which lies eighteen miles beyond it.— Admiral Story had requested Admiral Mitchell not to approach within a mile and a half of his fleet, which request was complied with on condition of his surrender. But such was the manifest obstinacy and reluctance of the Dutch Admiral to capitulate that Admiral Mitchell found himself obliged to send Captain Rennie, of the Victor, with a letter to Admiral Story, importing that his ships would be fired into, if they did not hoist the Orange colours within the space of one hour. This happened late in the evening of that day. All the ships immediately hoisted the Orange flag, and cheered, except the Admiral's ship; on which Admiral Mitchell sent an Officer on board it, who hoisted the flag *himself* The Dutch Admiral complained of the hasty conduct of our Admiral, saying, he proposed to have done it himself at day-break the next day. He also expressed great displeasure at our ships having approached so near. The Dutch Officers have surrendered themselves prisoners of war to the British Fleet, *but refuse to acknowledge obedience to the Stadtholder.* The whole Fleet is however taken possession of in his Serene Highness's name, and the Orange flag now flies over every ship in the Texel.

To shew the danger and difficulty of the passage into the Texel, we have only to observe, that in following the Dutch Fleet, the America, of 64 guns, and Latona frigate ran aground; and so did the Ratvizan Russian man of war. The former got off with the loss of her rudder, but has again grounded: the Ratvizan, it is supposed, will be lost. The Latona rejoined the line.

The surf in landing our troops was so great, that we are sorry to learn that several of our boats were swamped. The wounds of our Officers are in general by no means dangerous, being simple gun-shot wounds. The Dutch had a corps of riflemen in their entrenchments, which may account for the very large proportion of Officers that have been wounded.

Admiral Mitchell, when he entered the Texel, had on board his squadron upwards of 1200 Dutch Seamen, wearing Orange cockades.

Admiral Mitchell, in the late war, commanded the Coventry frigate, of 28 guns, nine and six pounders; and in this small ship he fought one of the most gallant actions ever recorded. The Bellona French frigate, of 44 guns, eighteen and twelve pounders commanded by the nephew of Admiral Suffrein, manned with 500 seamen, selected from his fleet in India, was fitted for the express purpose of fighting the Coventry, which she did, until she lost upwards of 250 of her people, her first and second Captains, and nearly all her Officers; and when her own firing had almost ceased, an unlucky shot carrying away the Coventry's wheel, she took advantage and made from her, and our gallant Admiral followed her for three days into the body of her own fleet. Admiral Mitchell was the only person left on his own quarter-deck, and he appears to have been preserved to render his country services, which will be remembered with pride and gratitude.

YARMOUTH, *August* 22.—Arrived his Majesty's sloop L'Espiegle, from a nine weeks cruize off the coast of Holland She has brought with her as a prize, the Crash, formerly a gun-brig in the English service, captured after an obstinate resistance, on Sunday, the 11th inst. near twenty miles up the enemy's country, mounting eight eighteen pounders, and four two-and-thirties, together with several other prizes. It is to the vigilant conduct of Captain Boorder we are indebted for the first obstruction of the very great inland trade carried on by the enemy, and to his early communication that others of his Majesty's cruizers have benefited by his discovery, so much so, that there has been no vessel even attempted to make a voyage within land since the 11th of July. On the above occasion, Captain Boorder, after beating the enemy from their station, sent a letter, of which the following is a copy, to the Dutch Captain at Delfzil:

"*His Britannic Majesty's Sloop L'Espiegle,*

"SIR, *July* 15, 1799 *in the Western Emes.*

"In consequence of the two Dutch gun-boats breaking the neutrality of this River on the 1st inst. in firing at three English boats, and detaining another

with five men, which was sent as a Flag of Truce, and which, by the Laws of Nations, ought instantly to have been returned. I thought proper to act in the manner we did on Friday last, and will have you and all the world to know that English Seamen are not to be trifled with.—

" I remain, Sir, your humble Servant,

" JAMES BOORDER."

" P. S. I shall still expect that the officer and four men be delivered up to Admiral Lord Viscount Duncan, now blockading the Texel."

YARMOUTH, *Sept.* 3—This afternoon his Majesty's ship Kent, Admiral Lord Duncan, and the Russian Admiral, came to an anchor in our roads. The beach was lined with spectators to congratulate the Noble Admiral on his landing; but his Lordship being confined by illness, the spectators were prevented from testifying their loyalty as they wished.

SEPT. 14. Lieutenant Short arrived at the Admiralty from the Coast of Holland. We are sorry to learn, that the Contest gun-vessel, mounting 10 carronades, commanded by the above Officer, is lost, having been driven on a shoal bank during the late tempestuous weather. Two of her crew, eager to leave the wreck, in hopes of swimming to shore, threw themselves overboard, and were drowned in the surf.

The Republican colours taken with the Dutch prizes were sent from the Admiralty to Hampton Court, to his Serene Highness the Prince of Orange. Lieutenant Gibbon, who brought them to England, had the honour of presenting them.

SHEERNESS, *Sept.* 15.—Five Dutch line of battle ships, with three Dutch frigates and one sloop, escorted by the Glatton, Veteran, Monmouth, Ardent and Belliqueux, and two Russian ships, arrived last night at the Nore, with the Dutch Republican flags flying under the English.

SEPT. 13—The Lord Mayor held a Court of Common Council, for the purpose of agreeing to address his Majesty on the Surrender of the Dutch Fleet; there were present, besides his Lordship and the Sheriffs, nine Aldermen, and many of the Commoners.

Mr. Deputy Bullock, after a short introductory speech, moved and carried—

" That an humble and dutiful Address be presented to his Majesty, on the success of his Majesty's arms in Holland; the surrender of the Dutch fleet, and on the success of his Majesty's Allies on the Continent.

Mr. Powell seconded the Motion.

The Sheriffs, attended by the Remembrancer, were ordered to wait upon his Majesty on his return to town, to know his pleasure when the Court may attend him with the Address.

Mr. Deputy Bullock moved and carried—

" That the Thanks of this Court be given to Andrew Mitchell, Esq. Vice Admiral of the Blue, and to the Captains, Officers, Seamen, and Marines under his command, for their zealous and able conduct, in compelling the Dutch fleet in the Texel to surrender to the squadron of British ships under his command; and that the Admiral, as a token of their sense of the important services he thereby rendered his Country, be presented by this Court with the Freedom of this City, and a Sword of the value of One Hundred Guineas."

PLYMOUTH REPORT,

FROM AUGUST 24 TO SEPTEMBER 21.

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24. Wind N. Cloudy. Arrived from Torbay, the Ethalion, 38 guns, Captain Countess. That veteran, Lieutenant John Newton, regulating officer at this Port, since the commencement of the war, who has raised near 2000 Volunteers for the Navy at this Port, since February 1793—at the last musters of the Plymouth Sea Fencibles, in the Citadel, where they were training to

the use of great guns, made a very suitable speech to this very valuable body of men on the present situation of affairs, (the combined fleets having escaped through the Straits,) when the whole, 130 in number, gave three cheers, and volunteered in case of emergency to serve on board any of his Majesty's ships at this port.

25. Wind N. W. Fair. Arrived the Havick sloop of war, Capt. Bartholomew, with the Hedwin, Rosenzen, from Almeria, bound to Hamburgh. Passed up a sloop of war with a convoy, supposed to be from Cork. Arrived from Torbay, the Bellona 74 guns, Montague 74, and Marlborough 74; they came to in Cawsand Bay.

26. Wind N. E. Cloudy with rain. Arrived from a cruize, the Indefatigable, 44 guns, Hon. Captain Curzon, and Voltigern sloop of war, Captain Shortland.

27. Wind S. W. Rainy. In dock refitting, the St. Joseph, 110 guns, and Bedford 74, for a prison ship. In Cawsand Bay, Namur 98 guns, Windsor-Castle 38, Gibraltar 84, Warrior 74, Edgar 74, Marlborough 74, Triumph 74, Director 64. In the Sound, Diamond, 38 guns, Magnanime 44, Ethalion 38, Nymph 36, Stag 36, Inconstant troop-ship; Sylph 18, Havick 18, and Mandovi 18. Arrived from Cork, the Kangaroo 18 guns, Captain Brace, in which came passenger on leave of absence, that very active officer J. Dunstenville, Esq. agent victualler for his Majesty's ships and vessels at the Cove of Cork.

27. Wind Variable. Letters from Torbay, state the arrival there of the Right Hon. Earl Spencer, (First Lord of the Admiralty,) in a private capacity. His Lordship was received with a salute of 11 guns, ships all manned; his Lordship last evening, took his passage for Weymouth, in the Triton frigate, Captain Gore. Arrived from Torbay, the Terrible, 74 guns.

28. Wind Variable. Arrived the Clyde frigate, Captain Cunningham, with her prize La Vestale, 36 guns, and 235 men, Citoyen Gaspard; La Vestale and her consort La Sagesse, 30 guns, and 175 men, fell in with the Clyde, off Rochfort, and chased her some time: when the Clyde tacked and stood after La Vestale, (her consort La Sagesse making off,) Captain Cunningham brought La Vestale to action in a very seamanlike manner, giving a broadside and receiving La Vestale's broadside. The Clyde then shot ahead, and La Vestale endeavouring to run her on board, she now gave La Vestale a complete broadside through her starboard bow; after fifteen minutes close fighting, La Vestale struck; but the crew firing 3 guns after the colours were down, so enraged the Clyde's people, that they gave her what they called a proper dose, when the Frenchmen cried for quarters, which was granted them.—La Vestale was the same frigate which engaged off Vigo and struck to the Terpsichore, 32 guns, then commanded by the lamented Captain R. Bowen (who fell at Teneriffe). After having a Lieutenant and 20 men put on board her, the French Captain then re-hoisted his colours and ran into Vigo and escaped. The Clyde had 2 killed and 4 wounded; La Vestale 10 killed and 23 wounded.

29. Wind S. E. Fair. Arrived from a cruize, the Urania 44 guns, Captain Tawny. She dodged 6 French frigates out of Brest, as far as the Isle of Oleron, when they separated into two divisions and steered different courses. Arrived the Louisa hired armed brig from a cruize.

30. Wind S. W. Fair. Arrived with timber for the yard from Christiana, the Prince Frederick, Schaw—Anna Catharina, Halft, with ditto, from Dram.—Came in a convoy from the Downs. This afternoon, the French prisoners from La Vestale were landed in the Mill Bay, and conducted to the Mill prison.

31. Wind N. W. Fair. Went up the harbour La Vestale 36 guns, prize to the Clyde 36 guns. Arrived the Danish ship Denmark, Kaften, from the Havannah, bound to Hamburgh, laden with sugar, coffee, indigo, and cotton; supposed Spanish property, sent in by Constitution cutter. Sailed for Newfoundland, the Agincourt 64 guns; and for Belfast, to convoy the valuable Linen ships for the Downs, the Spitfire 24 guns, Captain Seymour; as the convoy is ready, she is not to anchor.

September 1. Wind N. W. Fair. Arrived from Torbay, Urania, 44 guns, Captain Towry, and the Louisa, 14 guns, from a cruize. The men of war in Cawsand Bay, began stripping to set up their rigging The Namur, 98 guns, Captain Luke, has orders to go into harbour to refit.

2. Wind N. W. Fair. This morning at seven, the Union flag was hoisted at Maker Tower, as a signal for the fleet under Lord Bridport being in sight. At twelve at noon, the whole fleet passed the port, 42 sail of the line and a cloud of frigates and cutters.

3. Wind N. W. Fair. Le Renard, 18 guns, is commissioned and the command given to ——— Spicer, Esq of Saltash. The large Swedish ship with masts, prize to the Fishguard, 48 guns, Captain Martin, which was stranded and bilged under the Hoe a few weeks since, was weighed this afternoon by means of empty casks, and floated in the Pool; Mr. Gillet civil Engineer to the Board of Ordnance, began this tide to clear the rocks preparatory to laying the foundation of the new Pier on the eastern side of Sutton Pool, for the security of the shipping in gales of wind at S. and S. W. pursuant to the orders of Government.

4. Wind E. Fair. Arrived from Portsmouth to refit, the Princess Royal, 98 guns, she is very leaky. Also from Guernsey, Fanny lugger, Ross, from a cruize.

5. Wind E. Fair. Arrived the Betsy, Singleton, (cartel) from Morlaix; she brings no news of importance but that a brig, name unknown, prize to a French privateer, with salt, had arrived at Morlaix.

6. Wind E. Fair. This forenoon, pursuant to general orders, all the troops, 60 in number, fired 3 vollies in honour of the victories in Holland and surrender of the Dutch fleet. The guns of the citadel fired 21 guns. The Royal Standard and ancient Dutch colours were displayed in the shipping and public offices. The different corps wore Orange ribbons in compliment to the Stadtholder and Prince of Orange.—Arrived the Mary, Smith, from Memel, with timber. London Pacquet, A. S. Lieutenant Fegan, with a convoy from the Downs. Danae, 24 guns, Lieutenant Proby from a cruize.

7. Wind E. Fair. Passed by the westward the outward bound E. India, Newfoundland, West India, Oporto and Lisbon fleets, with a fair wind. Arrived the Sophia, Chanto Hu, from Stockholm, with timber for the dock-yard; Sylph sloop of war from a cruize.

8. Wind E. Fair. Arrived the Black Joke lugger, Lieutenant Nicholson, from Lord Bridport's fleet, which she left all well off Brest on the 6th. The Boadicea and Amelia frigates fell in with a convoy of 18 sail from Rochfort, for Brest, near the Passage du Râz, all of which they burnt and destroyed, except a brig of 6 guns, which was brought off. A French squadron stood out to protect them, but on the approach of Rear Admiral Sir J. B. Warren and his squadron, they retired into Brest. Sir J. B. Warren was on the look-out for the 5 sail of Spanish men of war which convoyed the above store-ships; but the Spaniards were to windward when the Black Joke left the fleet.

9. Wind E. Fair. Arrived the Fishguard, 48 guns, Captain T. B. Martin, from a cruize of eleven weeks. Also the Amelia, 48 guns, Hon. C. Herbert, with a French armed brig, with naval stores, one of the French fleet. Sailed with dispatches for Lord Bridport, the Sylph, 18 guns, Captain Dashwood. Went down into the Sound the Mars. 74 guns, Rear Admiral Berkeley, Captain Menkton. Arrived Le Voltigeur, 18 guns, Captain Shortland, from a cruize.

10. Wind N. Cloudy. Arrived this morning, with dispatches from Lord Bridport, the Fowey cutter, Lieutenant Derby; she left the fleet all well last Sunday off Brest, 42 sail of the line and 11 frigates. She brought passenger Captain White of the Megara fire-ship, made a Post Captain. Arrived from Torbay with provisions, a store ship; the Lascelles, hired East-Indiaman, fitted as an armed transport. Captain E. Butler, Commandant of the South Devon Sea-Fencibles, is appointed to the command of the Edgar, 74 guns, in Cawsand Bay. Sailed on a cruize the Kangaroo, 18 guns, Captain Bartholomew.

11. Wind S. E. Fair. Arrived the Plymouth lugger, Lieutenant Eliot, from a cruize. Came in the Barwell East-Indiaman (from Botany Bay, Otaheite, and Canton, with teas, &c.) Captain Cameron; she brought several passengers, amongst which was Mr. Reddish, with dispatches for Government from Governor Hunter, with which he set off express for Mr. Dundas. The Barwell sailed from St. Helena the 6th July, with the Tellichery, Armenian, and Triton East-Indiamen, under convoy of the Cornwallis of 18 guns, and parted company the 24th ult. off the Western Islands. The Triton had on board 400 French prisoners. When the Barwell left the Cape it was confidently asserted that Commodore Losack had succeeded in destroying the small remains of the French naval force in India. It appears that, from some irregular conduct, the greater part of the Missionaries at Otaheite had been driven off the island, and were landed at Port Jackson, where Governor Hunter had given them a settlement; but that four remained behind, and were gone into the interior.

12. Wind N. W. Showery. Arrived the Prussian galliot Vrow Hillegunda, with wines and brandies from Bourdeaux to Hamburgh, sent in by the Swan cutter.

13. Wind N. W. Fair. Sailed to join Lord Bridport off Brest, the Triumph, 74 guns, Rear Admiral Collingswood, Bellona 74, Mars 74, Rear Admiral Berkely, Terrible 74, Ethalion and Stag frigates. Also the Parwell East-Indiaman, Captain Cameron, for the river, with the Voltigeur, 18 guns, Captain Shortland, as a convoy.

14. Wind variable, Fair. The Bedford, 74 guns, so much mauled the glorious 11th of October 1797, fitted up as a Prison Ship; and La Conquerant, 74, captured the 1st August 1799, is to be fitted up as a Convalescent Ship, to lie at the Nore.

15. Wind E. S. E. Fair. Came in the Ranger cutter from the Texel. By her is learnt, numbers of our brave men were drowned in the surf near Helder, from too great impatience to get on shore. In consequence of the glorious news of the taking of Seringapatam and the death of Tippoo Saib arriving here, Messrs. Birdwood, agents to the Hon. East-India Company, hoisted the Company's colours.

16. Wind S. W. N. and rain. Arrived the Doris, 36 guns, Lord Ranelagh, from Lord Bridport, which she left all well last Saturday off Brest. By her is learnt that the 5 Spanish men of war which were chased by Rear Admiral Sir J. B. Warren had escaped, and were arrived safe in the port of Ferrol, from which port they sailed about four months since to join the combined fleets.

17. Wind S. E. Hard rain in torrents. News from La Volage, 24 guns, dated off the Havannah 14th July last, state, that the British squadron, 2 of the line, 4 frigates, and La Volage, had been very fortunate in taking many prizes, as this little squadron actually blocked up the harbour of the Havannah, and taken a number of vessels in sight of the Spanish squadron, 4 of the line and 6 frigates, who have not made the least attempt to come out.

18. Wind S. Cloudy. Sailed La Nymphe, 32 guns, Captain Frazer, to join Lord Bridport's fleet. Arrived from the Straits the Thetis. The island of Minorca was very healthy.

19. Wind S. W. Fair. Letters received by the Thetis from his Majesty's ship Alexander, 74 guns, Captain Ball, dated off Malta the 7th August, state, that the French garrison must surrender soon, as they were reduced to great straits for want of provisions, being obliged to live on horse flesh. Arrived from off Brest the Prince Frederick, 64 guns, Captain Hall.

20. Wind S. W. Showery. The Union Flag was hoisted at Maker Tower for Lord Bridport's fleet, which passed the port for Torbay at 10 A. M. except the following ships, which anchored in Cawsand Bay, viz. Mars, 74 guns, Ruby 64, Agamemnon 64, and Raisonable 64. Passed up a very large fleet, but they kept so large an offing that no intelligence could be got of them.

21. Wind S. E. Cloudy.

PORTSMOUTH REPORT,
FROM AUGUST 28 TO SEPTEMBER 19.

COURT-MARTIAL ON CAPTAIN JENKINS.

AUGUST 28. On Monday last a Court was assembled on board his Majesty's ship Gladiator, in this harbour, for the trial of Captain HENRY JENKINS, late of the Ambuscade, his officers and ship's company, for the loss and capture of the said ship, in an action with the enemy in December last.

The Court was composed of President Vice-Admiral Sir Roger Curtis, Bart. Captains Russel, Knight, Faulkner, Stopford, Pickmore, Mitchell, Fraser, Graves, Larcum, Blackwood, Morres, and Burlton.

After three days of the most minute examination and enquiry, the Court pronounced the acquittal of Captain Jenkins and his officers, for having their ship captured, which was occasioned by a most rapid succession of unfortunate events:—by having the mizen-mast carried away by the enemy's bowsprit—by the wheel being rendered useless, and the tiller ropes broken—by the bursting of a gun, which wounded 11 men—by the blowing up of some powder and cartridges, which blew out the stern of the ship, carried away the jolly-boat which was hung over it, and wounding seven men—by the Captain being most dangerously wounded, and carried below—by the First Lieutenant being killed, also the Master and 11 men—by the Lieutenant of Marines being twice wounded, together with 59 men—by the ship being on fire—by the explosion of the powder and cartridges—by the 2d Lieutenant being away in a prize, with several men, and the ship already being many short of her complement.

After paying a just tribute to *part* of the ship's company, for their heroic exertions, particularly Mr. Penny, a Midshipman, about 15 years old, the Court passed some censure on the other part of the crew, for not having shewn that intrepidity, so deservedly the characteristic of British seamen, and so conspicuously shewn by some of their own men, *Mahony*, *Hodgson*, and a few others. But as the evidences could not well establish those who did not behave well, and the Court fearful of involving the innocent with the guilty, acquitted the whole ship's company. Poor Captain Jenkins, from the dreadful wound he received, looked extremely ill. All those who heard the trial were happy to hear him acquitted, and considered the sentence a very proper and just one.

SEPT. 3.—Sailed the Phæton frigate, Captain Stopford, with Lord Elgin and his suite on board, for Constantinople.

SEPT. 6—This morning sailed from St. Helen's for the Cape of Good Hope, the Lancaster, 64 guns, Vice-Admiral Sir Roger Curtis, with the Pitt, Queen, Highland Lass, and Rambler store-ships, and the Houghton East Indiaman. Sailed also with the Lancaster, the Penelope frigate, Captain Blackwood, with the Lisbon, Gibraltar, and Mediterranean trade; the Diana, Captain Fraser, and Calypso, Captain Garret, with the West India trade; the Andromache, Capt. Laurie, and Venus, Captain Graves, with the American trade. In the morning sailed the Excellent, of 74 guns, Captain Stopford, and the Impregnable of 90 guns, Captain Faulknor, to join the Channel fleet, and at noon the Fly sloop on a cruize; also sailed the Porpoise storeship, for Botany Bay, with Governor King and family. These men of war and most valuable fleets of merchantmen, went down Channel with a fine breeze directly fair.

SEPT. 17—This day arrived the Serpent sloop of war, with about twenty sail, of homeward-bound West India ships. They sailed from Port Antonio with the Regulus, Admiral Bligh, and about one hundred and twenty sail of ships, but separated in a calm the 19th ult. About twenty sail are gone up St. George's Channel, having been taken under convoy of the Galatea frigate, off Cape Clear, and about seven or eight sail are gone by to the Downs: thirty sail or thereabouts quitted the fleet for America; and the remainder, under the convoy of the Regulus, are hourly expected.—The Porpoise storeship, bound to Botany Bay, having on board Governor Phillips, and Mr. Commissary Palmer and his family, which sailed with the Lancaster, about ten days ago, this day put back, having sprung her rudder.

19. This day arrived the Repulse, of 64 guns, Captain Alms, from the Channel Fleet; also the Concord frigate, with Vice-Admiral Harvey on board, from the West Indies. Vice-Admiral Harvey, though it blew a hurricane, came a-shore as soon as the Concord dropped anchor, and waited on Admiral Milbank.—Arrived the Snake sloop, from Marcou, where she had carried a great number of arms, and a large quantity of ordnance stores.—Passed by, for the Downs, the Regulus, of 44 guns, with Vice-Admiral Bligh on board; and Favourite sloop, with a convoy from the West Indies.

EAST INDIA REPORT.

BOMBAY, JAN. 10.

ON Thursday last, the Honourable Company's cruiser Drake, Captain Bond, which had sailed hence on the 18th of October, returned from Madagascar, where she executed her commission in the delivery of the presents from the Company to the King of Baba, for his hospitality to the crew of a ship belonging to this port, which was lately wrecked off the south east end of the island. At the time of Captain Bond's arrival off the coast of Madagascar, the King of Baba was a few days journey distant; a messenger, however, was dispatched with the information, and an officer in the cutter deputed up the river to meet him. On the 7th of November, the King came down, and received the presents in the midst of his Nobles, with all the pageantry of a Court. It was a long time before he could be made to understand the object of the expedition; nor could he then conceal his surprize that the Company should have thought it necessary to send him a remuneration for exercising what he conceived the common duties of hospitality. More than once he enquired of Captain Bond, *whether, among the number of those who had shared his protection, he had a relation, or friend.* Upon receiving an answer in the negative, he unaffectedly replied, "*Then wherefore have you come thus far, and taken so much trouble?*" At length he was made sensible that the English owned themselves indebted to his hospitality, and in the presents which had been delivered had acknowledged the obligation.—A smile might be raised at the expence of the barbarous manners of his Majesty's court. Two customs are very singular: the one of making a *throne* of the *knees* of two WOMEN, who, each bending one knee upon the earth to support themselves, project the other as a *seat for his Majesty.* The second is, the mode in which the King mounted and descended the sides of the ship when he embarked from curiosity on board the Drake, which was always upon the *back of one of his Lords in Waiting!*

EAST INDIA SHIPPING.

Sept. 20. A Court of Directors was held at the East India House, when the under-mentioned Ships were taken up for the season 1799, and stationed as follow:—

BOMBAY AND CHINA.

Ships.	*Tons.*	*Commanders.*
Canton	1198	Capt. Thomas Lushington.
Cirencester	1200	—— Thomas Robertson.
Ganges	1200	—— Alexander Grey.
Earl Talbot	1200	—— J. H. Dempster.

ST. HELENA, BENCOOLEN, AND CHINA.

Arniston	1200	Capt. C. Majoribanks.

COAST AND CHINA.

Ceres	1200	Capt. George Stevens.
Exeter or Brunswick	1200	——
Queen	800	——
New Ship	800	—— William Taylor Money.

New Ship	800	——	Arch. Swinton.
Ditto	800	——	B. Mitchell.
Ditto	800	——	Robert Spottiswood.
Ditto	800	——	Brook Samson.

ST. HELENA AND CHINA.

New Ship	800	Capt.	William Fairfax.

BENGAL.

New Ship	800	Capt.	Hon. H. Lindsay.
Ditto	800	——	Adam Cumine.

BENGAL AND BENCOOLEN.

New Ship	800	Capt	Robert Rivington.

BENGAL AND BOMBAY.

Phœnix	800	Capt.	——————.
New Ship	800	——	Abram Green.
Ditto	800	——	Alex. Cummings.

CHINA.

Neptune	1200	Capt.	Nathaniel Spons,
Coutts	1200	——	Robert Torin.
New Ship	1200	——	John Ramsden.
Bombay Castle	1200	——	John Hamilton.
Exeter or Brunswick	1200		——————

The Ships Canton, Cirencester, Earl Talbot, and Ganges, are to be afloat the 28th of October; sail to Gravesend the 12th of November; stay there thirty days; and to be in the Downs the 18th of December.

PROMOTIONS AND APPOINTMENTS.

(AUGUST TO SEPTEMBER.)

J. L. LEWIS, Esq. and P. Birdwood, Esq. are appointed commissioners for prizes at the port of Plymouth, by the Lords Commissioners for executing the office of Lord High Admiral of Great Britain.

Lieutenant Ross, late First of the Impetueux, is advanced to the rank of Commander, and appointed to a fireship. We have given some account of this deserving Officer in our Memoir of Lord Hood, vol. ii page 38.

Mr. Francis Mason, of the Phaeton, is advanced to the rank of Lieutenant, and appointed to the Alert fireship, 14 guns, Captain Lenox Thompson.

Mr. Oswald, who brought the news from Naples, is advanced to the rank of Post Captain in the Navy.

Lieutenants Clay and Collier, of Lord Duncan and Admiral Mitchell's Fleet, are appointed to the rank of Master and Commander.

Lieutenant Slade, late First of the Latona, is appointed Master and Commander of his Majesty's ship L'Espiegle.

Captain Halkett is appointed to the command of a new frigate which has just been launched in the River. She is named the Apollo, after the ship which this Officer before commanded, and which was lost on the coast of Holland in a thick fog.

The numerous situations in which a considerable army require the assistance of an able and scientific seaman, and particularly in a country like Holland, intersected by immense rivers and several parallel canals, has induced the Duke of York to make Sir Home Popham his Naval Aid du Camp.

John Wright, Esq. First Lieutenant of the late Proserpine, is appointed to command his Majesty's lugger the Lady Ann, of 16 guns.

Captain Winckworth, of the Royal Navy, is appointed Commissioner at the Helder, for his services as a Volunteer, in the expedition to Holland.

(Marriages and Obituary in our next.)

BIOGRAPHICAL MEMOIR OF

THE RIGHT HONOURABLE

LORD HUGH SEYMOUR*.

Thro' the wild waves, as they roar,
With watchful eye, and dauntless mien,
Thy steady course of Honour keep,
Nor fear the rock, nor seek the shore:
The Star of BRUNSWICK smiles serene,
And gilds the horrors of the Deep. GRAY.

THE Biography of living Officers, though a task of considerable difficulty, forms an essential part in a Work, established to assist the Naval Character; by making known what either its unassuming nature would conceal, or its injured delicacy had scorned to advance:—to wait until death closes its career, increases the difficulty of obtaining truth, without deriving any advantage that can weigh against it. Posthumous biography too generally resembles the portrait that is taken after death; all animation, and exact discrimination of character are lost: the source whence alone they could be derived, is no longer to be found.

The character of every one, who has moved in the higher stations of Naval Rank, may experience an undue elevation from the partiality of friends, and some unjust depression through the envy of those, who once were equals. The shades which too much prevail in the character of all men, are eagerly sought after, and sometimes cruelly exhibited: we wish rather to imitate the Bee, who often culls Honey from the plant that has been esteemed loathsome and forbidding. If we should be thought to lean towards the favourable side, and to incline rather towards the commendation of a seaman's character, than its censure; we request our readers to remember the principles, which in the preface to our first volume we declared should always influence our opinions—*to do good, and to give pain to no one.*

* Vice Admiral of the Blue, Master of the Robes, and Privy Purse to the Prince. Member for Portsmouth.

The Family of Seymour appeared in the Navy so early as the reign of Edward the Sixth *. When Edward Seymour, Earl of Hertford, uncle to the young king, was declared Protector, and created Duke of Somerset, his brother Sir Thomas Seymour, was made Baron of Sudley, and raised to the station of Lord High Admiral, on the resignation of Viscount Lisle, Earl of Warwick. Edward Seymour, Duke of Somerset, was descended from the St. Maurs, who came to England with William the Conqueror: by corruption of speech they were first called Seymour about the time of Edward the Third. Both the Protector, and his brother †, fell, owing to the envy and machinations of the Earl of Warwick. The ducal dignity was restored to the Family by Charles the Second, in the person of the Marquis of Hertford, great grandson to his predecessor, for eminent services to that Prince during exile.

The Honourable Mr. Hugh Seymour Conway, son to the late Marquis of Hertford ‡, and nephew to the late

* 1547.

† Lord Seymour, of Sudley, in 1548 cruised on the coasts of Scotland, with a stout fleet, to prevent the refitting of their harbours. He was a man of boundless ambition, yet possessed greater talents for government than his brother the Protector. His Lordship married the Queen Dowager (Catharine Par) immediately on the demise of Henry the Eighth. This match greatly offended the Duchess of Somerset, who could not bear that the wife of her husband's younger brother, should have the precedency of her. The admiral, on his wife's death, which happened in child-bed, paid his addresses to the Princess Elizabeth, then in her 16th year: his suit was not rejected, but the will of the late King excluded both his daughters from the succession, if they married without the consent of the Regency.—"If we carefully examine the charge against the admiral," says Hume, "many of the articles were general, and scarcely capable of any proof; many of them, if true, susceptible of a more favourable interpretation: his attempts seem chiefly to have been levelled against his brother's usurped authority."

‡ Lord Conway, Baron of Ragley in the county of Warwick, and Baron of Killultagh in Ireland; created March 17, 1702-3, 2d Anne; died on the 3d of February 1731-2, and was succeeded by Francis Seymour Conway, who was created Viscount Beauchamp, and Earl of Hertford, August 3d, 1750, 24th Geo. II. His Lordship married, on May 29th, 1741, Lady Isabella Fitz-Roy, second daughter of the late Duke of Grafton. His only brother, the Right Hon. Henry Seymour Conway, Lieutenant General of his Majesty's Forces, married the Countess Dowager of Ailesbury. Francis, Earl of Hertford, Chamberlain to the King from 1766 to 1782, and Lord Lieutenant of Ireland

Right Honourable General Conway, was born in the year 1759; and entered into the Navy, from his own choice, when only eleven years of age. He received his education at Greenwich School, under the learned Dr. Brackyn, when that seminary was in great repute: it was at one time the intention of the late Earl of Chatham to place both his sons under the same master. The friendship which has so long subsisted between his Lordship and Rear Admiral Payne, commenced at this school. They have since followed the same profession*, combated for glory in the same action; and having thus fought together under their lamented veteran Earl Howe, equally received the grateful testimony of his Public Thanks.

Lord Hugh went first to sea under the Honourable Levison Gower in the Pallas, then destined for the Newfoundland station. He afterwards went out to the West Indies in the ship that was sent to relieve the Princess Amelia, Sir George Rodney, at Jamaica, and returned with the latter to England. His Lordship, we believe, next served, as lieutenant, on the Mediterranean station, before the American war, in the Alarm frigate, Captain Stott. Sir Edward Pellew, and the late Captain F. Cole of the

was raised to the dignity of a marquis in 1793, and died in 1795. His son the present marquis, brother to Vice Admiral Lord Hugh Seymour, was in 1774 made one of the Lords of the Treasury, and in 1780 was appointed Cofferer of his Majesty's Houshold: his titles are Francis Conway Seymour, Marquis of Hertford, Earl of Yarmouth, Colonel of the Warwickshire Militia, a Vice President of the Middlesex Hospital, and a Privy Counsellor in Ireland (Lord Conway in Ireland). His Lordship's brother, who is in the army, married June 15, 1773, Miss Delme, niece to Lord Ravensworth. Lady Isabella Seymour Conway, his Lordship's youngest sister, married, October 9, 1785, George Hatton, Esq. of Wexford. The property of the Conway family in Ireland is very great. The present Marquis was born the 12th of February 1743. He married, on the 4th of February 1768, Alicia Elizabeth, youngest daughter and co-heir of Herbert Windsor, late Viscount Windsor of Ireland; who dying in 1772, his Lordship married, in the year 1776, Isabella Anne, eldest daughter and heiress of Charles Ingram, late Viscount Irwine.

* The ship which Admiral Payne last commanded, as Captain, was the Impetueux, which (L'Amerique) on the first of June, struck to Lord Hugh in the Leviathan.

Revolutionnaire, were at this time midshipmen in the same frigate. Some misunderstanding having arisen between these young seamen and their captain, in which the latter appears to have been culpable, Lieutenant Conway had an opportunity of affording them considerable asssistance: a circumstance that laid the foundation of a lasting friendship and esteem. In the year 1779, Lord Hugh was advanced to the rank of Post Captain; and during the American war highly established his character, as a brave and good seaman, in the command of his Majesty's ship Latona, of 36 guns. This frigate was mostly attached to the grand fleet: when Lord Howe sailed for the relief of Gibraltar, 1782, the Latona was the first that entered Rosia Bay, and gave intelligence of the arrival of succours to the brave defender of that fortress.

On the *ninth* of October, abreast of Cape St. Vincent, Lord Howe sent a cutter with a lieutenant into Faro *, a Portuguese port, to gain intelligence; who returned with the news that the enemy had failed in the assault, and that the combined fleets, consisting of forty-seven sail of the line, three ships of 56 guns, frigates, &c. &c. lay at Algeziras in Gibraltar Bay, for the purpose of preventing any supplies. October the *tenth*, at five P. M. the British fleet, consisting of thirty-four sail of the line, five frigates, three fire ships, with a convoy of twenty-nine sail, brought to on the starboard tack; the Spanish and Barbary Capes, Trafalgar and Spartel, distance fourteen leagues. October *eleventh*, at eight A. M. it having blown hard the preceding evening, the signal for the fleet and convoy to close was made; wind from W. by N. to W. by S. At half past ten the signal was thrown out, to form the line of battle a-head, in close order: the Convoy sent a-head; beat to quarters. At six P. M. the Latona frigate, and convoy, were seen abreast of

* Faro, near Cape St. Mary's, in the Gulph of Cadiz, off which Admiral Rodney defeated the Spanish Fleet in January 1780.—The Latona afforded such essential service, during the relief of Gibraltar, that we have thought it proper to be thus minute.

the Bay, and at a quarter before seven the Victory passed the Rock. The Latona anchored in the Bay soon after sun-set. On the *twelfth*, the Latona came out, and brought Captain Curtis on board Lord Howe's ship the Victory: only four of the convoy fetched into anchorage, the remainder were driven to the back of the Rock, to which place the fleet also repaired. October the *thirteenth*, wind about S. W. the Panther, a 60 gun ship, had anchored in the Bay to protect the going in of the convoy. At eleven A. M. the Latona, abreast Europa Point, made a signal for the enemy's being in motion, and bore up. At one, P. M. the signal was thrown out for the Fleet to close round the Admiral. At sun-down the enemy were seen about six leagues to windward, in line of battle on the larboard tack; forty-nine sail of square-rigged vessels, forty-two of which appeared to be of the line; in all sixty-four sail. The Minerva and Latona frigates were ordered to reconnoitre the enemy.

On the *fourteenth* of October, at two A. M. the Latona made the signal for the enemy having tacked. At six A. M. the enemy were close in with the land, but not in sight from the deck:—calm. October *fifteenth*, a fine breeze at E. by N. Signal made to take transports in tow, and for the fleet to close. Saw the Rock, distance ten leagues. October *sixteenth*, A. M. very thick, fired fog guns. At ten A. M. came on to rain extremely hard, and continued without intermission until two P. M. with so heavy a swell on the shore, that it was with the utmost difficulty the ships kept clear of each other, and from driving under the Spanish batteries. At five P. M. moderate weather, when the Latona joined, and informed Lord Howe, that eighteen more of the convoy were safe in the Mole. October the *seventeenth*, light breeze to the S. E. joined by the Recovery frigate. At four P. M. the Fleet stood over for Tetuan Bay with intention to anchor, but found it was not sufficiently capacious. October the *eighteenth*, light breeze at S. E. The Buffalo and convoy, which had been detached

on the 13th to the Zafarine* Islands, (good anchorage,) about 60 leagues above Gibraltar, hove in sight, and got safe in; making the whole of the convoy, except a small brig that was private property. The five ships, and the frigates, followed into the Bay with the troops. In the evening Capt. R. Curtis came on board the Latona, charged with the final communications, his Excellency the Governor had to make to Lord Howe. The Latona left the Bay about midnight.

October the *nineteenth*, wind E. at six A. M. the Crown a-head, made the signal for the enemy's fleet. The admiral attempted to form, but being directly in the narrows, found it impracticable: therefore made the signal to bear up, and come out of the Gut; forming the line of battle a-head, and at the same time hoisting his colours as a challenge to the enemy. At four P. M. Captain Conway went on board the Victory, with the news of his having captured, and burnt, a Spanish fireship; he also carried with him Captain Vallotton, General Elliot's aid-de-camp, with dispatches for England, and Captain R. Curtis.

On the *twentieth*, the enemy was seen about five leagues to windward. Lord Howe formed the Line on the starboard tack, the enemy bearing down: at one P. M. finding their Van nearly abreast the Centre of the British Line, they hauled their wind, and formed in line of battle, carrying sail until half past five; when their leading ship, abreast the British, began firing at a mile and an half distance, and was followed by seven others. Our Van, having received their broadsides, commenced an heavy cannonade; and at the same instant they began, and were answered by our Rear, though contrary to the Admiral's wishes; as during the whole, notwithstanding eight, or more ships, (three at one time, the others at different periods,) fired upon him, the gallant Victory, in contempt, did not return a single shot. By half past ten the whole of the enemy had hauled their wind close, and next morning they were out of sight from the

* Three small islands opposite Zafaria, between Cape Tres Forcas, and Cape One, on the Barbary coast.

deck. On the 7th of November, Captain Henry Duncan, of the Victory, who had taken his passage home in the Latona, arrived at the Admiralty with dispatches from Lord Howe.

At the close of the American war, Captain H. Conway, with his brother Lord George, and Captain John Willett Payne, who during the war had particularly distinguished himself by a most desperate action in the Leander, enjoyed the leisure which a peace afforded them, in the domestic arrangements of an house, they had conjointly taken in Conduit Street. It was amid the convivial elegance and hospitality these young officers displayed, that an intimacy first commenced between the Honourable Captain Hugh Conway, and his Royal Highness the Prince of Wales. The well-remembered festivity, which during the course of a twelvemonth prevailed in this select and fashionable Coterie, was suspended by the nuptials of Capt. Conway; who, on the 3d of April 1785, married the honourable Lady Horatia Waldegrave, second daughter of the Duchess of Gloucester. By this lady he has five sons and two daughters.

In the preceding year Captain Conway lost his brother, the Honourable and Reverend Edward Seymour Conway, M. A. and canon of Christ Church, Oxford; who, in the month of August 1784, died of a decline at Lyons in France. On the appearance of hostilities with Spain in 1790*, Captain Conway was appointed to the Canada of 74 guns, in the fleet under the command of Lord Howe. Whilst the ship was lying at Spithead ready for sea, orders came down to convoy the Trade into the Downs; these orders being shortly afterwards countermanded, Captain Conway solicited, and obtained permission, to try his ship's sailing, by working down to Cowes. From the shallowness of the water in the passage, it became necessary to

* In 1789 Captain Conway was member for Tregony in Cornwall; and in 1792 was returned for Wendover in Bucks.

sound the depth without intermission: the person who is thus employed in the main chains, or outside of the ship's gangway to windward, having the Line* all ready to run out, at an extent from his hand nearly equal to his height from the water,—after swinging it backwards and forwards repeatedly to acquire the greater velocity, is obliged to heave it with considerable force two or three times over his head before he casts it forward; so that by the Lead's sinking while the Ship advances, the Line may be almost perpendicular when it reaches the bottom. Unfortunately, whilst a man was thus sounding on board Captain Conway's ship, a small rope hanging from the main yard, caught the sounding Line; and gave the lead so different a direction, that it came on board, and struck Captain Conway, then walking on the quarter deck, a most violent blow on the head, above the temple. The shock made him stagger, but he was still able to walk to his cabin; and sufficiently collected to desire the distressed sailor, who had been the cause of it, would not be uneasy, as he was convinced it was a mere accident;—adding, "I sincerely forgive him." The surgeon recommended that some blood should be taken, which was immediately done; and as no alarming consequence appeared after several days, a perfect recovery was thought to have ensued. It was about this time that Lord Howe hoisted his flag; when Captain Conway being on board the Canada, during the general salute, was so alarmingly affected with the report of the guns, as to be obliged

* There are two plummets used for the purpose of sounding, one, which is called the *hand-lead*, weighing about eight or nine pounds, the other the *deep-sea lead*, which weighs from 25 to 30 pounds; both are shaped like the frustrum of a cone, or pyramid. The former is used in shallow waters, the latter when at a great distance from the shore, particularly on approaching the land, after a sea voyage; the lines employed for this purpose are called *the deep-sea line*, and *the hand-lead line*.

The hand-lead line, which is usually 20 fathoms in length, is marked at every two, or three fathoms; so that the depth of the water may be ascertained either in the day or night. At the depth of two and three fathoms, there are marks of black leather; at five fathom, there is a white rag; at seven, a red rag; at ten, black leather; at thirteen black leather; at fifteen, a white rag; and at seventeen, a red one.

to leave the ship without delay: he found himself grow much worse on being landed, and was compelled to retire to his farm at Hambleton, about twelve miles from Portsmouth. During this retreat he continued in a very precarious state, unable to bear the least noise, or light, until the month of July 1791, when his complaint gradually yielded unto medical skill; and in the month of February 1793, he was so far recovered as to take the command of the Leviathan, 74 guns, built in 1790 at Chatham, and, as was reported, on a plan of Lord Mulgrave's. Captain Conway, in this ship, was attached to Lord Hood's fleet, then on the eve of sailing for the Mediterranean. On the surrender of Toulon to Lord Hood, Captain Conway was sent to England with the intelligence of this important event: he returned, and joined his ship before the evacuation took place.

During the ever memorable Actions of the 29th of May, and 1st of June 1794, this officer bore a distinguished part. On the *28th of May*, wind at S. by W. a fresh breeze and hazy weather: at six P. M. the Thunderer, Marlborough, and Russell, having reached the enemy, and fired successively on their sternmost ships, and then dropped into the rear of each other; the Leviathan now coming up with a crowd of sail, passed the three ships above mentioned, and going between the Bellerophon and sternmost ship of the enemy, engaged her closely. *May 29th*, wind still S. by W. a stiff breeze, and cloudy, the two fleets on the starboard tack, and distant about four miles; at half past eleven, when Lord Howe made the signal to tack in succession, the Leviathan was in the line, preceded by the Orion, and Majestic, and followed by the Queen Charlotte. This manœuvre brought on a general cannonade from the whole of our fleet, on the enemy's rear, during which time two of their ships were dismasted; it also gave us the wind of the enemy, as they were obliged to bear up to join their disabled ships.

Lord Howe in his supplementary official letter, dated June 21, thus notices the conduct of Captain Conway, during the two above mentioned days. (28th.) *The quick approach of night*, says his Lordship, *only allowed me to observe, that Lord Hugh Seymour Conway in the Leviathan, with equal good judgment, and determined courage, pushed up alongside of the three-decked French ship, and was supported by Captain Parker of the Audacious, in the most spirited manner. I have since learnt that the Leviathan stretched on farther a-head, for bringing the second ship from the enemy's rear to action, as soon as her former station could be occupied by a succeeding British ship; also that the three-decked ship in the enemy's rear, as aforesaid, being unsustained by their other ships, struck to the Audacious, and that they parted company together soon after.* Respecting the Leviathan on the ensuing day (29), his Lordship adds—"The Queen Charlotte was therefore immediately tacked; and followed by the Bellerophon, her second astern, (and soon after joined by the Leviathan,) passed through in action, between the fifth and sixth ships in the rear of the enemy's line."

On the first of June, the enemy's fleet being right abreast of the British, lying to, with their heads west; and the signal being thrown out that Lord Howe intended to pass through the enemy's line, and engage to leeward, he then made the signal, that each ship was to steer for, and to engage, independently of each other, the ship opposed in the enemy's line. The Leviathan therefore bore away, and steered for L'Amerique, 74 guns, bearing a broad pendant, now L'Impetueux: at the same instant every ship in the line put up her helm, and steered large, increasing and shortening sail occasionally to preserve a perfect line abreast; that each might commence the action as nearly together as possible. At fifty-six minutes past nine the enemy commenced their fire, nearly from Van to Rear; which the British fleet did not return for near ten minutes, running still nearer to them; when at once, the whole of the British ships opened a tremendous fire upon the Enemy, and continued in close

fight until half past twelve. Lord Hugh engaged L'Amerique so closely, as to drive her out of the French Line, and obliged her to wear, the Leviathan immediately followed. Such was the obstinacy of the commander of L'Amerique, that although his ship had been rendered perfectly defenceless, and her firing had entirely ceased, he could not be prevailed on to strike: Lord Hugh at length was obliged to leave his antagonist, to obey a signal then flying, to close round the Queen Charlotte: and soon afterwards L'Amerique * struck to the British fleet, without making any further resistance. The Leviathan had her fore-mast and fore-yard much wounded; her sails and rigging were also considerably damaged: during the different actions, L'Amerique had 134 killed, 110 wounded. The Leviathan had 10 killed, and 33 wounded.

The names of the officers who fought under the command of Lord Hugh, were:

Robert Larkam, *Lieut.* †	James Maxwell, *Lieut. of Marines*
Samuel George Warner, *Do.*	Rev. William Stephens, *Chaplain*
John Seater, *Do.*	Abraham N. Yates, *Purser*
Cornelius Quinton, *Do.*	Charles Boveard, *Surgeon*
Francis John Nott, *Do.*	Thomas O'Brien, *Gunner*
James Park, *Master*	Thomas Bakie, *Boatswain*
Thomas Lewis, *Capt. of Marines*	William Haswell, *Carpenter.*

It being decided by Government that the Prizes should be repaired, and commissioned without delay, the preference of choice was given to Lord Hugh: among these were some ships of uncommon dimensions and beauty;—they have since served as models to our shipwrights. The dimensions of the Sans Pareil ‡, which was chosen by his Lordship, are

* She was taken possession of by the Russell, Captain Payne, having been subdued by the Leviathan: we incorrectly stated (page 351) that she struck to the latter.

† Made Post in 1796.

‡ The Sans Pareil was the largest ship that ever was in the British Navy prior to this period.

From the capture of the prizes on the first of June, we may date a new æra in ship building: as we have since increased the length of our new ships, and varied the number of our experiments in Naval Architecture.

accurately inserted from the obliging communication of a correspondent.

On the first of June 1795, Lord Hugh was advanced Rear Admiral of the Blue. On Monday the 8th of the same month his Lordship, accompanied by Captain Browell, went on board the Sans Pareil at Spithead; and the next morning at eight o'clock, his Flag, blue at the mizen, was hoisted under a salute, returned by Admiral Lord Bridport

DIMENSIONS OF THE SANS PAREIL.

	Length. Ft.	In.	*Diam.* Inches.
Main mast	122	0	38 7-8ths
Main top mast	69	0	20 3-4ths
Main top gallant mast	34	6	11 3-8ths
Fore mast	111	0	38 1-half
Fore top mast	62	2	20 3-4ths
Fore top gallant mast	30	0	10
Mizen mast	84	0	24
Mizen top mast	30	4	14
Mizen top gallant mast	24	8	8 1-half
Bowsprit	71	1	36
Jib boom	50	0	14 1-half
Main yard	103	3	24 3-4ths
Main top sail yard	74	3	16
Main top gallant yard	46	0	9 3-8ths
Fore yard	89	0	21 1-half
Fore top sail yard	64	8	13 3-8ths
Fore top gallant yard	38	10	8
Mizen top sail yard	49	0	10 1-8th
Mizen top gallant yard	34	0	7
Try sail yard	18	0	6
Cross jack yard	74	3	16
Main royal yard	24	3	6 1-half
Fore royal yard	19	0	4 1-half
Mizen royal yard	17	3	3 3-4ths
Main lower studding sail yard	37	0	7
Main top studding sail yard	26	4	5
Main top gallant studding sail yard	17	0	4
Fore lower studding sail yard	37	0	7
Fore top mast studding sail yard	22	6	4 1-half
Fore top gallant studding sail yard	16	0	4
Length on the gun deck	193	4	
Ditto on the keel, for tonnage	158	10	7-8ths
Breadth extreme	51	6	1-half
Depth of the hold	23	2	1-half
Burthen in tons	2245	33-94ths	

DRAUGHT OF WATER.

Aft	23	8
Forward	23	2

in the Royal George, who commanded at that time in the absence of Lord Howe. The Sans Pareil being ready for sea, sailed soon afterwards with the Channel Fleet; and in a few days falling in with Sir J. B. Warren, received intelligence from him, that the French fleet were at sea, and in great force: not a moment was lost, and the second day brought them in sight of each other. So little confidence had the enemy in risking an action, that they made every possible effort to regain L'Orient *. Lord Bridport's ardour was not to be restrained by the proximity of an hostile, and most perilous shore, or the consequent annoyance of its well directed and numerous batteries; he pursued with undaunted firmness. The rear of the French fleet was in consequence of such firmness brought to action, (June 23,) in which the Sans Pareil, though at that time a dull sailer †, owing to a fortunate shift of wind, bore a conspicuous part; as the list ‡

* Vol. I. page 300, where an engraving is given of the British Fleet in chase.

† Lord Hugh, during this cruise, soon perceived that the ship he had obtained, did not answer his expectations in sailing: as his choice, however, was grounded on a knowledge of the principles of ship building, he declined an offer that was made him to remove into any other, then vacant; trusting that in a short time he should render his own ship more worthy of the name she bore. The Sans Pareil has since justified his Lordship's original opinion; and though during a trial which was made off Ushant, in the month of October 1797, the Impetueux, Captain J. W. Payne, proved herself a powerful rival, and was even superior in a strong breeze of wind, yet still the Sans Pareil was justly and greatly admired.

‡ *List of the Killed and Wounded on board his Majesty's Squadron under Lord Bridport, in the Action with the Enemy off Port L'Orient, June 23, 1795.*

Irresistible, Captain Grindall. 3 seamen killed; 9 seamen and 3 soldiers wounded. Captain Grindall and Mr. Troughton, the master, wounded.

Orion, Sir James Saumarez. 5 seamen and 1 soldier killed; 17 seamen and 1 soldier wounded.

Queen Charlotte, Sir A. Douglas. 4 seamen killed; 25 seamen and 5 soldiers wounded. Mr. David Coutts, master's mate, and Mr. Hornsby Charles, midshipman, wounded.

Russell, Captain Thomas Larcom. 2 seamen and 1 soldier killed; 9 seamen wounded. Captain Bacon of 118th regiment, wounded,

Colossus, Captain J. Monkton. 4 seamen and 1 soldier killed; 26 seamen and 2 soldiers wounded. Lieutenant Mends and Mr. John Whyley, midshipman, wounded.

of killed and wounded on that memorable day sufficiently proves. For further particulars of this most gallant action, we refer our readers to the Biographical Memoir * of the noble veteran who achieved it.

In the month of December (1796) Lord Hugh Seymour had his flag in the fleet, which, under Lord Bridport, sailed, in pursuit of the enemy, who attempted the invasion of Ireland by landing in Bantry Bay. On Christmas day the British Fleet weighed anchor with a fresh easterly wind; but from the too great zeal of several of the captains, a great part of the fleet weighed at the same instant; and not having sufficient space to work, so many ships became disabled, by running on board each other, and getting on shore, as obliged Lord Bridport to come to anchor at St. Helen's. The Sans Pareil was so much pressed by another ship's keeping on her weather quarter, that it became indispensable, from the proximity of the shoals, for the former to tack under the lee of the Prince, at the same time also in stays: unfortunately the Prince failed in her attempt, and paying round off, came on board the Sans Pareil abreast of the starboard gangway; by which accident the Prince † received so much injury, as to be obliged to return, and go into dock.

Lord Hugh Seymour, in the month of April (1797) commanded a small squadron of four sail of the line, and two frigates; whose object was to intercept some Spanish ships

Sans Pareil, Right Hon. Lord Hugh Seymour, Captain Browell. 7 seamen and 1 soldier killed. Lieutenant C. M. Stocker, 2d Lieutenant; Lieutenant W. Jephcot, 2d Lieutenant of Marines, killed; Lieutenant F. J. Nott, and Mr. Richard Spencer, midshipman, wounded.

London, Captain E. Griffith. 2 seamen wounded. Mr. J. E. Baker, midshipman, wounded.

Queen, Vice Admiral Sir A. Gardner, Captain Bedford. None killed or wounded.

Prince George, Captain Edge None killed or wounded.

Royal George, Admiral Lord Bridport, Captain Domett. 5 seamen and 1 soldier wounded.

* Vol. I. page 265.

† This ship had just come out of dock, having been lengthened. Captain T. Larcom, after a long exertion in getting her ready for sea, felt a severe disappointment in thus being sent back to the old task.

of warthen, expected from the Havannah, with the late Governor Brancioforte, of Mexico, and treasure to the amount of five million of dollars. It appears from subsequent accounts, that the Ship on board of which the Governor intended to take his passage, was detained that year at the Havannah; and only two frigates, freighted with a very considerable sum, hazarded the voyage. An instance, however, occurred, of the necessity of *always sending a boat on board to examine Strange Ships*, which must make a lasting impression on the minds of our professional readers: during the night, these two Spanish frigates, richly laden, actually sailed into the centre of the British Fleet, then at anchor off Cadiz under the command of Lord St. Vincent, (forming the blockade of a very superior Spanish Fleet in that port,) and gained the information they so much wanted, respecting the bearing of the land, which they had not then made. The officer of the watch in the Ville de Paris, that answered their questions, believed they were Venetian ships; but the next day, being still in sight, the Irresistible, who was ordered to chase in that quarter, brought them to action in Conil Bay, near Cadiz, when La Elena, of 36 guns, containing the greater part of the treasure, was destroyed; and La Niassa, of the same force, which during the night and morning had landed a large sum of money, was taken. After a cruise of six weeks Lord Hugh returned to Spithead, having during that period sailed nearly 5000 miles.

Towards the end of the year (1798) his Lordship resigned his seat at the Admiralty Board, which he had held since the 4th of March 1795, and resumed his situation as a junior admiral in the Western Squadron. In the month of July (1799) the Sans Pareil, formed one of the detachment* commanded by Rear Admiral Pole, who made a spirited attack on the Spanish ships, in Basque Roads, under the protection of the Isle of Aix: particulars of this event

* Consisting of the Royal George, Sans Pareil, Venerable, Renown, and Robust. The Boadicea, St. Fiorenzo, and Urania frigates; with three bombs, their tenders, and several small cutters.

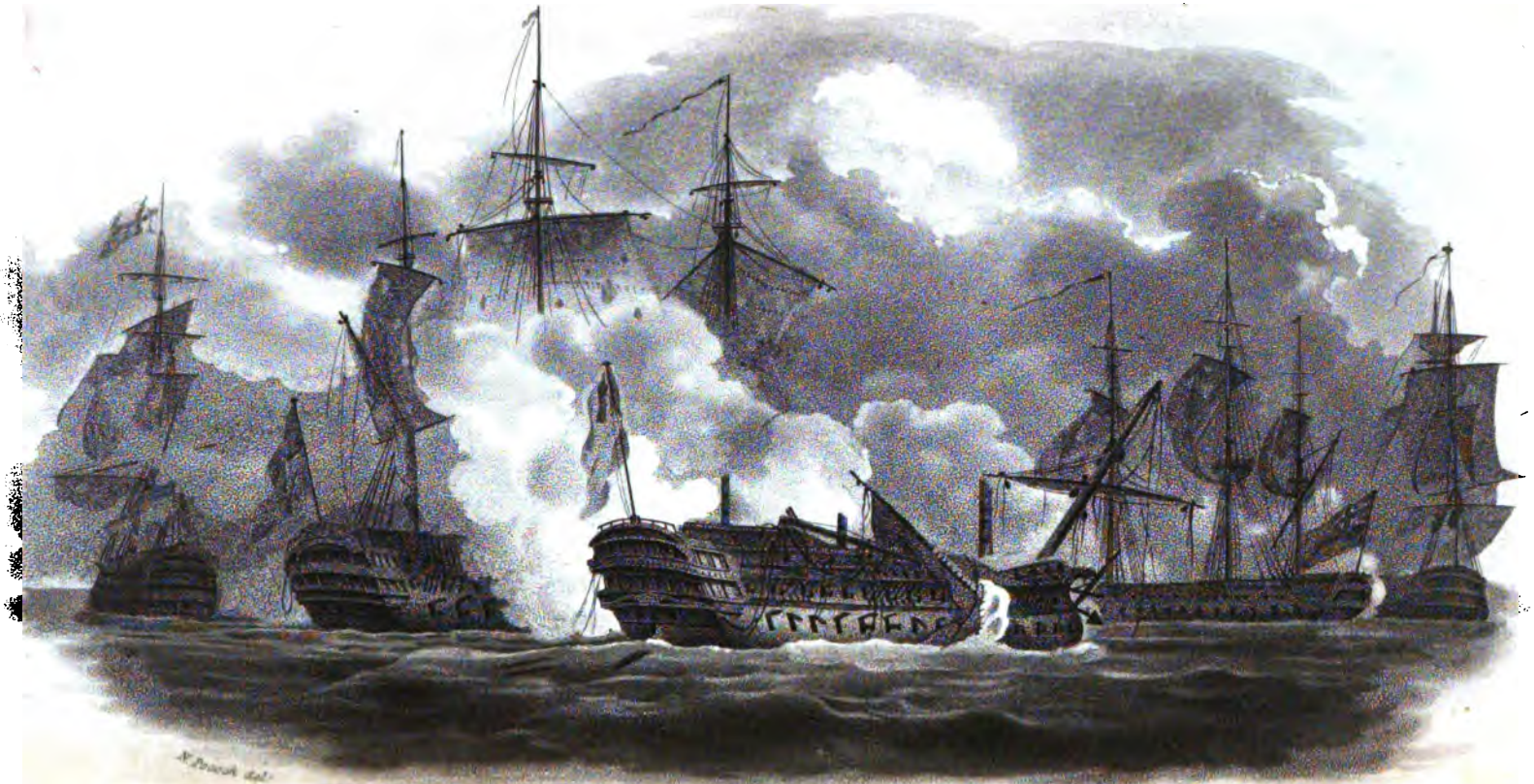
have been given in our present volume*, from the notes of a correspondent, who was on board.

In the month of August, Lord Hugh arrived in the West Indies; and immediately, as report says, proceeded with his squadron to take possession of the Dutch settlement of Surinam: his old ship the Sans Pareil, now in Torbay, is soon expected to join him.

We have now traced the outline of this Admiral's life; and we trust with correctness, and impartiality. An officer, who has long served under him, thus remarks:—"His Lordship possesses a suavity of manners to the crew, that conciliates their esteem, yet at the same time an air of dignity that precludes familiarity. His zeal for the service is unremitting; his attention to his men impartial and uniform: as a Patron, his discernment has raised many officers in the Service, who must otherwise have been lost in obscure stations. He possesses not only the spirit of a Seaman, but his mildness; and is justly placed by Professional Men among the best Officers in the Service.—To this character we shall only add; that if the Noble Admiral wishes to be esteemed, rather for the innate virtues of a BRITISH SEAMAN than for "the boast of heraldry, and pomp of power"—in a word, if he is anxious, that the Right Honourable Lord Hugh Seymour, should preserve that animated regard, which all who knew him, felt for HUGH CONWAY, he will keep constantly in mind, the advice of one, who *sounded all the depths and shoals of Honour:*

Cromwell! I charge thee, fling away ambition;
By that sin fell the Angels; how can man then,
The image of his Maker, hope to win by't?
Love thyself last; cherish those hearts that hate thee!
Corruption wins not more than Honesty.
Still in thy right hand carry gentle Peace,
To silence envious tongues. Be just, and fear not!
Let all the ends thou aim'st at be thy Country's,
Thy God's, and Truth's!

* Page 254.



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W. Ellis fecit

The Leviathan & L'. Amerique

Lord Hugh is the fifth son of the Marquis of Hertford, and was born the 29th of April 1759.—Besides Dr. Brackyn's school, he went to an academy kept by Mr. Ellard. The number of naval men brought up at Dr. Brackyn's is astonishing: it seems as if a naval spirit had pervaded it—Admirals Spry, Finch, Capt. S. Finch, G. Berkeley, and Capt. Windsor, who so much distinguished himself last war, were among the number. Lord Hugh was also at an academy in France, probably during his father's embassy to that court. His Lordship, whilst a midshipman, was under the present Admiral Mann, then in the Mediterranean.—On his return from Gibraltar in the Bienfaisant, he was advanced commander.

ARMS OF THE FAMILY OF HERTFORD.

Quarterly, first and fourth, sable, on a bend, cottized, Argent; a rose between two annulets, Gules, for Conway, two and three quarters are quarterly, viz. one, and four, Or; on a pile, Gules between six fleurs de lis, Azure; three lions passant, guardant, Or, being a coat of augmentation, second and third Gules; two wings conjoined in lure, Or, for Seymour.

FAMILY CREST.] On a wreath, the bust of a Moor, side faced, couped, proper; and wreathed about the temples, Argent and Azure.

SUPPORTERS.] Two Moors, each wreathed as the crest, holding in their exterior arms a shield, Azure, garnished, Or; the dexter charged with the sun in its glory, the other with a crescent, Argent. MOTTO—Fide et amore.

CHIEF SEATS.] Ragley, Warwickshire, and Conway, near Sudbury, Suffolk. Lisburne in Ireland.

DESCRIPTION OF PLATE XX.

POSITION of the Van Squadron of the British Fleet, at the close of the glorious action on the First of June 1794. Taken from the windward side.

The object of this sketch is to represent his Majesty's ship Leviathan, commanded by the Right Honourable Lord Hugh Seymour, in the exact situation in which she appeared after a most desperate engagement with L'Amerique; the latter had veered, with the intention of hauling her wind, to escape; which in attempting to effect, all her masts went by the board: she is accordingly thus introduced, with the Leviathan on her larboard quarter, giving a last broadside. The Russell, Captain J. W. Payne, is seen ahead of L'Amerique, totally disabled in her rigging, engaging a French ship of the Line, which was edging down to join the French Van.—On the left is the Royal Sovereign, Admiral Graves, totally disabled both in her sails and rigging, having engaged a Three Decker, which she drove out of the Line.—The wind about S. S. W.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. VIII.

AN office, to be called a Ship Letter Office, was opened at the General Post Office, on the 10th of September, where attendance is given from ten in the morning until six in the afternoon, Sundays excepted, to receive such letters as may be brought for conveyance under the following Act.—Letters will also be received, and bags made up at Lloyd's, the Jamaica, and New England coffee-houses.

"An Act for the more secure Conveyance of Ship Letters, and for granting to his Majesty certain Rates of Postage thereon;" by which it is enacted, "That it shall and may be lawful for his Majesty's Postmaster General, and his deputies, in his and their discretion, to collect and receive letters and packets of letters, directed within his Majesty's dominions, and also to any of the kingdoms and countries beyond the seas, and to forward the same by any ships or vessels, that he in his discretion shall think fit (although not packet boats).

"And also that it shall be lawful for such Postmaster General, and his deputies, to demand and take for every letter and packet, which shall be delivered to him or his deputies for conveyance in the manner before specified, a sum not less than one half part of the duties payable by law for such letters and packets, if the same were conveyed by packet boats. And in cases where no rate of postage is already established, then to demand and take for such letters and packets, rates as near as the same can be ascertained, equal to one half of what is now paid for letters sent beyond the seas.

"And that it shall be lawful for such Postmaster General to demand, and take, for every letter and packet which shall be brought by ships and vessels (other than packet boats) from places within his Majesty's dominions, and from all countries beyond the seas into Great Britain, to be conveyed by inland postage or carriage, fourpence for every single letter, and so in proportion for packets, in addition to any inland or internal postage which may arise upon the inland conveyance of such letters and packets.

"And for the encouragement of the masters of such ships or vessels, it shall be lawful for the Postmaster General to allow all such masters the sum of twopence a letter, or packet, upon all such letters and packets as they shall have or take on board such vessel or vessels;

provided such letters and packets shall have been delivered to them from the Post Office: and in like manner on their arrival from parts beyond the seas, on their delivering unto the deputy or deputies of the Postmaster General, for such place or post town at which they shall touch or arrive, it shall be lawful to pay such masters of ships and vessels twopence a letter or packet, for all such letters and packets as they shall have on board; provided that such letters and packets shall have been regularly delivered unto the masters by the deputies of the Postmaster General, or any other persons to be authorised by him, at the place or post town from whence such ships or vessels have sailed or departed."

ABSTRACT OF THE WET DOCK BILL.

This abstract does not follow the bill, but is classed under the different heads.—Every merchant and ship owner who frequents the port of London, and in some respects the ship owners of every other port, are interested in its operation. The preamble we pass over. The enacting clauses begin with granting authority to a certain number of subscribers, and such others as may be accepted by them, to make a canal, a wet dock, and to erect warehouses upon the Isle of Dogs, for the accommodation of the West India shipping and produce. The capital is limited to 600,000l.

General Fund.—The Common Council to appoint one citizen for every 1000l. which the Court subscribes. Proprietors of 500l. and upwards, one vote at the General Meetings; 1000l. two votes; 5000l. three votes; 10,000l. four votes. The classes go no higher.

Duties on Shipping in general.—From and after the 1st day of August next, all ships and vessels using the port of London, to pay as follows: First class—London, and any part of Great Britain, 1d. per ton. Second class—Denmark, Norway, Germany, France, Flanders, Ireland and Guernsey, 1½d. per ton. Third class, Russia, with all the Baltic and Sweden, 2d. per ton. Fourth class—France, Spain, and Portugal, on this side the Mediterranean, the Azores, Madeira, American United States, and British Provinces, 2½d. per ton. Fifth class—Gibraltar, and all the Ports in the Mediterranean, West Indies, Mexico, South America, Africa, East Indies, China, or any island in the Pacific, to the south of 25 degrees north latitude, 3½d. per ton.

Exemptions.—His Majesty's ships of every description; corn ships coastways, fishing and passage vessels; with all sorts of craft between London and Gravesend.

Duties on Merchandise.—Imported from the West Indies, in vessels that make use of the bason, wharfs, and cuts—aloes, cortex, winter, anus, balsum, gum guiacum, 4s. 8d. per hundred. Tamarinds, marmalade, and castor oil, per jar, indigo and cotton wool per hundred, 2s. 6d.; dyers wood, 6d. cocoa and coffee, 1s. 6d. ginger 3s. 3d. and

sugar, 8d. per hundred; rum, Madeira, and other wines, 1d. per gallon; cask, case, bundle, two hundred and upwards, 5s.; under two hundred, 2s. 6d. All articles of merchandise (except timber) to pay the usual charges of lighterage, landing, loading, and housing.

Canal and Dock Duties.—Every vessel using the same, 6s. 8d. per ton. Every ship, lighter, and craft, upwards of 200 ton, 2d. per ton; 100 ton, 1½d. fifty ton, 10s. twenty ton, 5s.; lighter, barge, or boat, rowed through the canal, 1s.

Government of the Company.—The proprietors at a general meeting to choose twenty-one Directors, viz. thirteen subscribers of 2000l. each, together with four aldermen and four common council men, who are to be Directors *ex officio*. In case of death, or removal from office, the general meeting to choose others. The Directory is empowered to purchase lands, elect officers, clerks, &c. appoint a chairman and a deputy, and perform all matters incident to a corporation. Five to make a quorum.

Call for Payments.—Upon notice being given by the Directors, every subscriber to pay ten per cent. Subsequent calls to have two intervening months between each. Five per cent. interest to be allowed on the sums paid.

Commissioners of Compensations.—This being a very material point, Parliament in the first instance has named them:—Lord Sheffield; Aldermen, Anderson, Curtis, Combe, Watson, Eamer, Price, Shaw, and Champion; Merchants, W. Lushington, F. Baring, Mellish, Plummer, Chisholm, Angerstein, Bosanquet, S. Thornton, and 16 others.—They are empowered to compensate any loss or inconvenience to houses, lands, rents, mooring chains, deficiency of tythes, poor-rates, land and sewers taxes, tackle-house and free porters, free carmen, owners of wharfs and warehouses, and "other persons interested in, or employed upon the business" of such quays and warehouses. If the claimants and commissioners disagree, a jury is to be impanelled, according to the act of 3 Geo. II. Five commissioners to be a quorum. In case of death, or refusal to act, the remainder to fill the vacancy.

Bye-Laws. — The Lord Mayor, or Aldermen and Common Council, to make bye-laws for general regulations. The Directors, or any five, to make bye-laws for regulating the officers, clerks, &c. for landing, housing, and discharging of goods; authorised to fix penalties not exceeding 40s. subject to the approbation of the judges.

General Regulations. — The Lord Mayor being Conservator of the River, to appoint Harbour Masters. The Directors to appoint Dock Masters, to be approved by the Trinity House. Every vessel to land her gunpowder, unload her guns, deposit the tar, pitch, rosin, hemp, and other combustible goods, before she enters the docks. Penalty for neglecting, 10l.. No vessel to enter the

canal or works, under sail. Tenants at will to have six months notice to quit. All ships entering the Port of London from the West Indies, are obliged to unlade; and all outward-bound ships to the same islands, to take in their cargoes at the West India Wet Docks, under the penalty of 100l. Accounts to be annually laid before Parliament. Penalties may be mitigated by the Board of Directors.

The following liberal conduct of the Emperor of Russia was omitted in a former number.

DOWNING STREET, JUNE 22.

The Emperor of Russia having, as a mark of friendship towards his Majesty, and of esteem and regard for his Majesty's Naval Service; and particularly towards the officers and crews of the ships who served on the 1st of August, 1798, under the command of Rear Admiral Lord Nelson, signified to his Majesty's minister at Petersberg, his desire that the Leander of 50 guns, which, having been engaged in that action, was, after a most gallant and distinguished resistance, captured by a French ship of the line of 74 guns, and has since been re-captured from the Enemy by his Imperial Majesty's arms, at the surrender of Corfu, should be presented to his Majesty, in his Imperial Majesty's name, with a view to its being restored to his Naval Service:

The King has been pleased to accept, with the highest satisfaction, this distinguished mark of attention and friendship on the part of his Ally; and has directed that the Leander should be received accordingly from such officer as the Emperor of Russia may direct to deliver the same; and should again be placed among the ships composing his Majesty's Fleet employed in the Mediterranean.

LATE LORD RODNEY.

Previous to his embarkation at Plymouth, on his return to the West Indies, in 1782, he resided at the house of Paul Ourry, Esq. then commissioner at that Port. In the course of an evening conversation, having, as was usual to him, dwelt with great energy on his future actions with De Grasse—Mr. Ourry coolly said to him: "Sir George, if what we so anxiously wish should come to pass, will you make my friend Hancock Kelly a captain?"—He declared he would: and when the dispatches of his victory of the 12th of April were sent home, they were accompanied with the following laconic epistle to the commissioner:

My dear Paul,

'Tis done the battle's past, and Britain's Flag is victorious!—I have made your friend Kelly a captain.—My compliments to the amiable Caroline; and I am

Your old friend,

G. B. RODNEY.

COPY OF A LETTER

FROM

LIEUTENANT, NOW CAPTAIN EDWARD COOKE,

To his Father-in-law, General SMITH, *respecting the Negotiation at* TOULON.

MY DEAR SIR, *Sept.* 4. 1793.

BEFORE you receive this, my last will have reached you, which mentioned the Negotiation then depending. I have now the pleasure to announce its happy conclusion, and our being in full possession of Toulon, with all its forts and environs. My employments have been both civil and military. I hope I have acquitted myself to your satisfaction.

On our return here from the coast of Oneilla, we found there were two parties, one in support of the constitution of 1789, the other opposing it, in favour of equality and a republic. Marseilles was divided in the same manner; on the 29th past, two deputies arrived from the last place to treat with Lord Hood, respecting his taking that port under his protection for Louis XVII. They expected to have found deputies from the different sections of Toulon, charged with the same proposals, according to the agreement between the royalist party of these two places; but their not having arrived, and the uncertainty of the cause of this delay, induced Lord Hood to send me in a boat, bearing a flag of truce, to gain intelligence; and, as I might find it expedient, to bring them off, or settle the business there; for which I was invested with full power.

My first difficulty was to pass their shipping, who were all of the other party; owing to their situation, I was obliged to pass within two hundred yards; but having, as you know, been in before, about a month ago, to treat for an exchange of prisoners, I had remarked their bad look out in the night, and from that circumstance I hoped for success.

I left the Victory, accompanied by a midshipman, at two in the afternoon, but delayed until it was ten o'clock before I got into the Harbour. The night was dark and windy, so I kept close under an high shore till abreast of their fleet, then boldly pushed off amongst them, conceiving they would not look for an enemy rowing between their ships. It answered perfectly, I passed unnoticed, or (what was the same to me) as one of their own boats; and I should have been on shore in their dock-yard unobserved, but for a strong chain laid

across the narrow entrance of the pier. Here I was boarded by a gun-boat, but by great good fortune I had made an acquaintance with the man who commanded her when last in; so there was no noise made, and in a little time a deputation from the Committee General came down to receive my proposals: these I delivered, and said I would wait their answer.

Not being permitted to land, I remained all night in my boat, and next morning was conducted to the opposite side of the harbour, to a place called Lazaretto. It consists of an house and yard, surrounded by high walls, where all are put who are in quarantine. In the afternoon I received a letter, which induced me to send my boat off, and remain alone. When it was nearly dark, the Committee sent me a guide, and an horse; which I immediately mounted, and following a bye path, in about two hours arrived at the city of Toulon. I was immediately conducted to a chamber, where the Committee General were sitting, and continued there till twelve o'clock. Every proposal that I made was accepted with joy; they were chiefly these—That we should immediately be put into full and entire possession of all the forts, with the city, and fortifications; that their fleets should remove without delay into the inner harbour; that all officers, both civil and military, should be at the disposal of Lord Hood; that they should immediately be supplied with grain, and also from time to time, equal to the consumption of the city, till peace was re-established, or till he heard from the court of Great Britain. I also further engaged that his Lordship should do his utmost to protect them from whatever force might be sent, and that all payment should be made in coin. Such were the chief articles.

It now became necessary to think of returning to the fleet; the mode of doing which being settled, and that I should be accompanied by two of their members, I left Toulon at one in the morning, and at day light got to a village called Le Bruxe, on the sea coast, whence we embarked; but had scarcely got on board before we were arrested, and conducted on shore. The mob soon collected to a great number, and from their civility I was induced to enter into conversation with them; it had the desired effect, they liberated us, and the guard with difficulty escaped. Once more free, I made the best of my way to sea, and about noon got sight of the fleet, and soon after was on board. The fleet without delay bore up for a bay called Hieres (from some islands forming it) with an intention to anchor there; but it falling calm, we were obliged to stand off. The terms I had settled were such as Lord Hood approved, yet he did not like trusting them till the fleet that then lay in the outer harbour was removed to the inner one; this however could not be done, as they were of different

sentiments: so I volunteered again to know the result of a deputation from all the sections to the fleets; the city before I left it having become unanimous respecting the English having possession of the place. I removed into a frigate about eight o'clock that same evening, and was in hopes to have landed somewhere on the coast that night; but finding it would inevitably, from the lightness of the wind, be day-light first, I determined to get as near Toulon as possible; and make another bold push. But I should tell you, when I had sent the boat off to the fleet, with an intention of remaining behind, to give them what information I had then gained, it being thought necessary she should return with a letter to me, she was seized, and carried on board the ship commanded by Rear Admiral St. Julian. He interrogated the midshipman who was in the boat, to discover what was become of me: how I had got to the city—what was my business—declaring if he caught me I should most certainly swing by the yard arm immediately (which for the matter of hanging I believed him most sincerely). My letter was opened, as the midshipman had not destroyed it, and it was read through in the whole fleet:—but to return to my narrative.

At day-light in the morning, the Tartane in which I was embarked, being within three miles of the shore of Cape Brun, which is within their harbour's mouth; I requested Captain Freemantle to land me, which of course he complied with, and away I went in a nice little boat. A French frigate lay very much in my way; so to throw her off her guard, I stood towards her directly, till having neared the shore, so that her boat could not cut me off, I altered my direction, and rowed for the shore as fast as possible. The frigate immediately manned, and sent off her long boat, who kept up a constant fire of swivels at me the whole way; but they were too late, the shot all passed over my head, and I landed safe, though by no means without some small doubts; but that was no time for reflection. It was, from the nature of the shore, which is bounded by high rocks, absolutely necessary to pass the broadside of the frigate, who was anchored parallel with it; so stopping to take breath before I opened the vessel, I jumped from amongst the rocks, and ran for it. As I expected, she fired instantly; but I had not far to go, so only received her first fire before I got to the path that led up the cliff. Here the looseness of the ground, with the sand and dirt that the shot threw up, bothered me very much. Having at length gained the top, which though not high was exceedingly steep, I hid myself in the trees and fig-trees, till I again recovered my strength and breath; all which time the frigate kept up a constant fire, which, to be sure, made a confounded noise among the trees, but did

me no harm. At length, quitting my post, I pushed forward for the city; and arrived about ten o'clock, amidst the acclamations of the greatest multitude I ever beheld.

The situation of things I found just the same; except that the shipping, having detained the deputies, had sent a letter to the Committee General, declaring their determination to do their utmost to preserve Toulon for the Republic.—I recommended keeping a most watchful attention to the preservation of Fort la Malgue, and also one or two others; to cut off all communications with the shipping, who being the most numerous, and the strongest, had only to gain a footing on shore, to render themselves complete masters, which the Toulonese must be well aware their heads would pay for. I left Toulon at four, and at day-light next morning arrived at the sea-side about thirty-five miles from the town: here I remained until noon; when a small Genoese fishing boat coming on shore, with the assistance of my guide, and the deputy I was carrying off, I seized her and stood off immediately. About four o'clock in the evening I got on board the Victory, who had been driven a long way off the coast by a strong current. During the night Lord Hood held a council of war of all the admirals, at which I was present: after a long consultation, it was settled that I should be again dispatched, for the purpose of making a signal to the fleet at the place they were to land, and to be ready to conduct them to Fort La Malgue.

When the council was broke up, and every one had returned to their ships, my orders were countermanded, and I was desired to hold myself in readiness to disembark with a body of sailors next morning. Signals were in consequence made, and every preparation completed before sun-rise. At nine in the morning, the ships directed to cover the landing stood in, and by two, the descent was made on the Fort of La Malgue, mounting forty-eight pieces of cannon; when the city of Toulon and all its fortifications were soon in our hands. Captain Elphinstone, of the Robust, commanded the troops, and myself the sailors. In the evening we received our appointments, he as governor, and myself as lieutenant governor. The moment the shipping found the fort in our possession, they stood in to the anchorage; the French had already quitted, in compliance with an order we had sent them, either to go instantly into the inner harbour, or we would sink them at their anchors. The Spaniards with their fleet bore in sight *some time afterwards*, and anchored the same evening. Next morning we regulated the numbers of them for each fort, and also the number for the city, which we found could be defended tolerably well by 5000 men; the number we have now on shore, composed of English and Spanish.

On the 30th we received intelligence of Carteaux's having advanced a part of his army within four miles of Toulon: Governor Elphinstone determined immediately to go out and fight them. At two he quitted Toulon with about 600 men (English and Spanish); having sent me an order to La Malgue, to advance with all the troops the fort could spare, to the defence of the city, and to be ready to support him in case of a defeat. I had scarcely got into the fort, and made the necessary arrangements for the night, when I heard a very heavy cannonading and discharge of musquetry, which lasted about fourteen minutes: you, I dare say, well know the anxiety with which I waited the result of this affair. At last, about ten o'clock, one of the people I had sent to gain intelligence, returned, and informed me our troops had carried a strong Post of the enemy's, and were in part on their march back. It had to me a bad appearance; but I was soon made easy by the arrival of Governor Elphinstone; who confirmed the account of their having possessed themselves of the enemy's cannon, which shortly after arrived; two sixes and a three pounder, brass, the most beautiful guns ever beheld. The place to which the enemy had advanced is called the Defile of Ollioules; they were very strongly posted, so you cannot expect we should gain this success against 800 men, and that too without a single piece of cannon, but with some loss. We have to regret a very gallant officer; Captain Douglass, of the 11th regiment, was buried the day after the action, in Fort la Malgue, with every military honour. The inclosed copy of a letter* from Carteaux to the commanding officer of that place, intercepted the day after, was printed for the amusement and information of the public; which will shew you the light in which they held Ollioules.

September 5.

Since my last we have remained quiet; but it is impossible we should continue so long, as the army of Carteaux, consisting of about 7000 men, is not above thirty miles off, waiting for the junction of that of Italy; which we have not received any certain account of, except that they have fallen back from Nice, marking their route by every cruelty the most degenerate of the human species could devise. From one of the Heights of Faron we frequently observe large bodies of the enemy in a wood below, where they appear to be throwing up some works; our intelligence places their number at 5000 men, 200 of which are peasants. Their commander was a *dancing master* at Toulon; since

* Vid. Toulon Papers, page 118.

converted into a *General*. When combined, our present estimation of the French is at 82,000 men; our own at 5000, British and Spanish. Every road by which it is possible to attack us, is by nature no difficult matter to defend; added to which, the rains are coming on fast, which will distress the enemy much, as they laid their account to wintering in Toulon. I do not know if you have ever been here, but you know in some degree the strength of its situation; so I shall content myself with just mentioning the names of the different forts which are strongly garrisoned.—LA MALGUE, commanding the harbour, city, and fortifications, is *head quarters*; next higher up, the Hill of Faron appears first, Saint Catharine's is between these two, on the road to Italy, in a hollow; ORLIGUE of nine heavy guns still higher; and LA FARON, nearly at the top of the mountain, commands more than half a mile beyond the village of La Vallette, to the east of St. Catherine, and the road to Italy. To the southward, at the top of the mountain, is a redoubt defended by a strong body of our troops, but without cannon; for this reason, that it is only accessible on this side, except a very small pass, up which cannon never can be brought, nor will it admit more than two men abreast, and may be defended by rocks and stones alone. Now were they to succeed by treachery, or any other means, in getting possession of this pass, so as to attack the redoubt, and we should allow them to carry it, they would only have the satisfaction of overlooking our forts, out of reach of musquetry, and of the possibility of dragging up a single piece of cannon, by any means whatever but by the side, whilst Faron could elevate so as continually to annoy them. Then, on the contrary, were they to get possession of any fort with cannon in it, I will not venture to say what might be the consequence.

The battle of Ollioules has produced us the effect we hoped it would create; obliging them to act rather more on the defensive, by which we gain time; it has also given confidence to our troops, whilst it has contributed to damp the spirit of our enemies, who conclude we must be in much greater force than we really are, from our venturing the attack of so strong a place.

I have now given you as minute an account, of what you will no doubt think a most extraordinary event, as my time will admit of, for you may easily believe I have not a moment to spare. Our want of officers makes the duty exceedingly severe. In addition to that of my station as lieutenant governor, I have hitherto taken upon me the charge as barrack master, and drilling of our seamen for garrison troops.—I perceive you are laughing at me; but it requires solely *activity* and *inclination*.

September 8.

I have only a minute to spare just to say I am made commander, and am this moment going off with dispatches to the King of Sardinia * from Lord Hood. I shall write to you from the King of Sardinia's army at Nice. It is evident Lord Hood has not thought my conduct undeserving a particular mark of his approbation by the post of honour I now hold; but that is not all, it has gained me (*no would I part with this last for any thing this world could offer me*) the approbation and applause of every officer and man in the fleet, *nor shall they ever repent the opinion they have so publicly expressed of me.*

September 10.

Our friends the Spanish gentlemen *look well and bold on a parade, but they will not stand a shot. The post of Ollioules, which we had so gallantly carried, they have lost for us.* It is very true that by keeping it we were extending too much, but that does not take from the disgrace attending its loss. It was defended by five hundred Spanish troops, with four pieces of cannon. The day before I left Toulon it was attacked by Carteaux. The garrison fled on the very first discharge, and but for one hundred sailors they would have lost the cannon, and many more men than they did; these brave fellows covered their retreat, and brought off the wounded with the loss only of two men. I expect to get on shore to-morrow, and two days after shall be able to deliver my dispatches. I cannot venture to inform you by letter what they are, being of the greatest consequence, of *course secret*. I left Toulon the day before yesterday in the Lowestoffe; but the Bedford and Leviathan of 74 guns, were sent after me with some additional orders; yesterday I received them, and removed into the Bedford. I hope to be back again in a fortnight.

EDWARD COOKE.

Captain Edward Cooke, who has since so gallantly distinguished himself in the East Indies, was made Lieutenant in 1790, and after the date of the above letter, was appointed by Lord Hood to go on a secret expedition to Corsica. He was advanced Post in 1794; and was given the command of his Majesty's frigate La Sybille of 44 guns in 1796. The following are some particulars of his family: Captain Cooke's father, Colonel Cooke, married a sister of Admiral Bowyer's: after her husband's death she married General Smith, to whom the above Letter is addressed, and who is Uncle to Sir William Sidney Smith.

* Captain Cooke returned from the King of Sardinia with 1700 men; and 800 men which he raised himself in going through the country.

MR. COLQUHOUN'S

OBSERVATIONS ON NAVAL EMBEZZLEMENT.

(Concluded from Page 321.)

Reflections on the Causes of the prevailing Abuses, Frauds, Plunder, and Pillage, in the Navy, Victualling, and Ordnance Departments, in Ships of War and Transports, and in the Dock Yards and other Public Repositories. A Summary View of the existing Laws applicable to these Objects.—Their Deficiencies explained, with Observations on the Means of improving them.—The existing Abuses analyzed. —Remedies proposed and explained.

UNDER the pressure of those accumulated wrongs, which constitute the extensive frauds, embezzlements, pillage, and plunder, known and acknowledged to exist in the dock yards and other public repositories; it is not easy, at first view, to assign a reason for that apparent supineness, on the part of men of known honour and integrity, who have heretofore presided, and who now preside at the public boards, in not using the means necessary to remedy so great an evil.

It may possibly be accounted for by the extreme difficulty which men, constantly occupied in a laborious business, find in pursuing enquiries, or forming arrangements out of their particular sphere; and more especially, when such arrangements require those powers of business, as well as that species of legal and general information, which does not attach to men whose education and habits of life have run in a different channel.

Under such circumstances, it is scarce to be wondered at, that greater efforts have not been used (for great efforts are unquestionably necessary) to correct those abuses, which have long existed, and which have been progressively increasing; under circumstances where the property of the public not only suffers a vast annual diminution by frauds and embezzlements, but where such practices sap the foundation of all morals; and extend their baneful influence even to men in the upper and middle ranks of society, who are too seldom restrained by any correct principle of rectitude in their transactions, where public property is the object.

These principles, it is to be feared, pervade a considerable majority of those, who either furnish in the first instance, or are afterwards charged with the custody of public stores.

When the object in view is to acquire money, the power of example, sanctioned by usage and custom, will reconcile the mind of man, by

degrees, to enormities and frauds which at first could not have been endured.—Acting under this influence, it too often happens that a distinction is made on the score of moral rectitude in the minds of many individuals, between *the property of the nation*, and *private property*. While the most scrupulous attention to the rules of honour prevails in the latter case, principles, the most relaxed, are yielded to in the former.

And thus it is, that in such situations, the minds of many inferior agents become insensibly reconciled to every species of fraud, embezzlement, and peculation.

Enormous gratuities are given, under the colour of fees, to those who can assist in promoting the views of the fraudulent, or in guarding them against detection.—What was at first considered as the wages of turpitude, at length assumes the form, and is viewed in the light of a fair perquisite of office.

In this manner abuses multiply, and the ingenuity of man is ever fertile in finding some palliative. Custom and example at length sanction the greatest enormities.

Thus fortified by immemorial and progressive usage, the superior officers find it an Herculean labour to cleanse the Augean stable.

A phalanx of interested individuals oppose them.—The task is irksome and ungracious.—The enquiry involves in it matter of deep concern, affecting the peace, comfort, and happiness of old servants and their families, who have always been ill paid, and who, but for such perquisites, could not have acquired property, or even supported themselves with decency.

It is an invidious task to interfere with regulations which may ultimately affect the interest or the character of individuals, who have heretofore perhaps been regarded as objects of partiality or affection:—and those whose duty it is to superintend these departments, knowing their own purity, are unwilling to believe that the same principle of rectitude does not regulate the conduct of others in inferior situations.

Unwilling also to disturb the emolument of the subordinate servants of the Crown, who are otherwise not sufficiently remunerated; while matters, of apparently greater importance, constantly press upon their attention, the consideration of such abuses is generally postponed; and those who complain of their existence, seldom meet with much encouragement, unless some specific act of criminality is stated, and then it is referred, as a matter of course, to the proper law-officers.

These circumstances, however, only prove the necessity of some other and more effectual agency to remove *an evil*, which (if the assertions of those whose official situations give them access to the

very best information as to its extent and enormity, are correct,) *is of the greatest magnitude*, and calls aloud for the immediate attention of the executive government.

These assertions lead to a conclusion, that the frauds upon the public, including the embezzlements, pillage, and plunder of the public stores at Portsmouth and Plymouth alone, amount nearly to *one million sterling a year during war*, and to half that sum *in time of peace*.

Incredible as this may seem at the first blush, it will not, upon reflection, aided by a minute and accurate knowledge of circumstances, appear to be an exaggerated estimate.

But whether it shall be precisely accurate or not, is of the less consequence, since it stands admitted as an incontrovertible fact, *that the evil is enormous*, and that the pressure upon the public, arising from the existing abuses, is increasing every year.

A remedy therefore ought to be administered: and it becomes the peculiar duty of Magistrates, who may have had access collaterally to develope these abuses, in the detection of offenders disposing of public property, not only to bring them to justice, but also to suggest what shall occur as the best means of prevention.

To understand how this is to be accomplished, it will be necessary to examine the nature and effect of the existing laws made for the protection of his Majesty's naval and military stores:

The acts of the 31st of Elizabeth, and the 22d of Charles II. made it felony, without benefit of clergy, to steal or embezzle any of his Majesty's military or naval stores, or provisions, above the value of 20s.

By the 9th and 10th of William, the receivers of embezzled stores, or such as should have the same in their custody, are subject to a penalty of 200l.

From this period, till the 1st of George II. the attention of the Legislature does not seem to have been directed to this object; when by this statute, the principal officers or commissioners of the Navy, are authorised to issue warrants to search for public property stolen or embezzled, and to punish the offenders by fine or imprisonment.

A succeeding act, made the 9th year of the same reign, empowered the judges to mitigate the fine of 200l. imposed on persons having in their possession public stores; and to punish the offenders corporally, by causing them to be publicly whipped, or kept at hard labour for six months in the house of correction, which certainly was a great improvement.

The laws on this subject were further amended by the 9th of his present Majesty, when the *Treasurer, Comptroller, Surveyor, Clerk of the Acts*, or any commissioner, might act as justices in causing offenders to be apprehended and prosecuted. These powers were given with a view to establish a greater degree of energy in detections: but experience has shewn that the purpose has not been answered.

The last act which relates to the protection of the public stores, was made the 12th year of his present Majesty's reign, (cap. 24.) and related solely to burning ships, warehouses, and naval, military, or victualling stores, in any of the dominions of the crown; which is made felony without benefit of clergy.

A very superficial view of the subject will demonstrate the insufficiency of those enumerated laws to the object of *prevention*. And even if they were complete, the task imposed on the public officers, who are on every occasion to act as justices, has proved from experience to be a measure ill calculated to attain the object in view, namely, the detection of offenders; otherwise the evil would not have encreased.

If the system of regulating the dealers in old metals, and second-hand naval stores and hand-stuff, as detailed in the eighth chapter *, shall be adopted and become a general law, or if it shall be extended to the places within ten miles of every dock-yard, it would have a most powerful operation in preventing many of the abuses which are now practised; provided also that the act of the 2d of his present Majesty, entitled, *An Act to prevent committing of Frauds and Thefts, by Persons navigating Rum-boats, and other Boats on the River Thames*, be extended to Sheerness, Chatham, Portsmouth, and Plymouth, with such alterations and amendments as shall apply to local circumstances.

And if, in order to give vigour and energy to the execution of these proposed laws, and the laws now in being, with such amendments as shall hereafter be proposed, a Police Office, with two able, intelligent, and active magistrates of tried virtue and integrity, shall be established at each of the dock-yards, with proper officers under their direction; the multitude of persons who now support themselves by plunder would be compelled to become honest, whilst the saving to the nation would exceed all calculation.

Having said thus much, it may now be proper to enter into some detail of the most prominent abuses, in order to elucidate the existing evils, as well as what is to follow in the shape of a remedy.

* Of the original work, entitled, A Treatise on the Police of the Metropolis.

These abuses are multifarious, and are perpetrated through the medium of a vast variety of agencies, which naturally divide themselves into two distinct branches.

The first relates to frauds which are committed by the connivance and assistance of clerks, store-keepers, and inferior officers in the dock-yards, and other repositories, and in ships of war and transports, *in receiving and delivering navy, victualling, and ordnance stores, in surveys; in returns of unserviceable stores; in* what is called *solving of stores; in fraudulent certificates; in the sale of old stores;* and by innumerable devices which constitute a great aggregate in the course of a year; thereby enriching a number of individuals at the public expence, by a system of plunder perpetrated by means of fraudulent documents and vouchers of articles which have no existence but upon paper.

The second relates to the actual pillage of *new and old cordage, bolts of canvas, sails, bunting, twine of all sorts, fearnought and kersey, leather and hides, old and new copper, locks, hinges and bolts, copper bolts and nails in immense quantities, bar iron, old iron, lead and solder, ship's pumps, oars, timber of small sizes, blocks, quarterstuff, cantlis, tallow, oil, paint, pitch, tar, turpentine, varnish, rosin, beer and water casks, iron hoops, biscuit bags, beer, bread, rum, oil, vinegar, butter, cheese, beef, pork, &c.* — all which articles suffer a vast annual diminution by means of that regular system of plunder which has become habitual to a number of the inferior servants of the Crown, who have in their respective situations access to such stores *, in which they are encouraged from the difficulty of detection, in as much as no annual inventory is ever taken of the public property. Vast quantities are constantly provided, and the storehouses are generally full; from which circumstance it happens as matter of course, that the articles which were recently deposited are issued first, and hence it is, that many valuable stores are said to have remained untouched and unseen for forty or fifty years; until a number of articles perish or become unserviceable from length of time. An annual inventory, rendered practicable by more extensive store-houses, would remove this obvious inconvenience.

All stores being delivered under the authority of warrants signed by the commissioners and proper officers, the clerks, or in their absence, the foremen of the warehouses where the articles stated in the warrants are deposited, deliver the stores; and if opportunities

* It is by no means to be inferred from what is here stated, that there are not honest among the furnishers and contractors for public stores, as well as the officers and clerks employed in the departments here alluded to, many individuals of great honour and integrity. It is to be hoped the fraudulent are the smallest in point of number.

offer, large additional quantities, by the connivance of these inferior officers, are frequently said to be sent out of the repositories; and sometimes stores are delivered three or four times over, under colour of the same warrant, without discovery.

A similar system prevails with regard to stores sent to the public repositories from dismantled ships of war and transports.

Many vessels in the coasting trade, and even ships of foreign nations, are said to touch at Portsmouth and Plymouth, merely for the purpose of purchasing *cheap stores;* and it is well known, that many dealers in naval stores in the neighbourhood of the dock-yards are chiefly supplied in this way.

The system which prevails at present with regard to the sale of old stores, not only proves a kind of safeguard to these fraudulent dealers, but it is also subject to great abuses, in the delivery of larger quantities not included in the public sales; by which the parties, perpetrating this species of plunder, are said to pocket considerable sums of money.

The artificers in the dock-yards, availing themselves of their perquisite of chips, not only commit great frauds through this medium, by often cutting up useful timber, and wasting time in doing so; but also in frequently concealing within their bundles of chips, copper bolts, and other valuable articles, which are removed by their wives and children *, and afterwards sold to itinerant Jews, or to the dealers in old iron and stores; who are always to be found in abundance wherever the dock-yards are situated.

* It would seem that the abolition of the perquisite of chips would be a great improvement, and prove the means of correcting many gross abuses which at present prevail in the different dock-yards; where it is estimated, that 3000 ship-wrights are employed at the wages of 2s. 3d. with the privilege of one bundle of chips each day; which though not worth more than 6d. to each shipwright, actually costs Government 1s. 6d. because good and valuable timber is often cut down to make these chips:—The following estimate will elucidate what has been stated, and shew the benefits which Government would probably derive from the abolition of this perquisite, even if the wages should be raised, which are perhaps too low at present.

3000 men, working 300 days in a year, will be entitled to 900,000 bundles of chips at 1s. 6d.	£67,500
Time lost to Government in making up these chips, equal to 6d. per day	22,500
Articles purloined and stolen, by being concealed within these bundles; and by women and children, who resort to the yards on pretence of carrying them away; supposed	50,000
	£140,000
Deduct 6d. a day additional wages, in lieu of the perquisite of chips, which the shipwrights would consider as an ample remuneration.	22,500
Presumed gain by this arrangement	£117,500

The naval, victualling, and ordnance stores pillaged in the dock-yards and other public repositories, and also from ships of war in the River Thames, are estimated in the first chapter at 300,000l. a year.

The vicinity of the metropolis, joined to the various facilities which fraudulent people enjoy through the medium of old iron and store shops on the spot; of carts employed in this trade alone, constantly going and coming from and to the capital; the advantage of an easy and safe conveyance of ponderous and heavy articles, by means of lighters and other craft passing up and down the River; and the extensive chain of criminal connection, which a course of many years has formed, joined to the ease with which frauds are committed, have combined to render this nefarious traffic a very serious evil.

Among the multitude of criminal people who are concerned in it, some are said to keep men constantly employed in untwisting the cordage, for the purpose of removing the King's mark, or coloured yarn, which is introduced into it as a check against fraud; while others (as has been already mentioned) are, in like manner, employed in knocking the broad arrow out of copper bolts, nails, bar iron, and other articles, on which it is impressed, so as to elude detection.

It would scarce be credited, to what an enormous extent the sale of cheap cordage, sail-cloth, and other naval articles is carried, in supplying coasting vessels and smaller craft upon the River Thames; which has been plundered in a variety of ways *.

In addition to the remedies which have been proposed by the extension of the bum-boat act, with applicable amendments, to the different dock-yards situated beyond the limits of the River Thames; and by establishing police offices at Woolwich, Chatham, Portsmouth, and Plymouth, with proper boats and officers of justice, to watch the conduct and proceedings of fraudulent people, and to put the laws effectually into execution; it may be necessary to strengthen the existing statutes, by introducing into the proposed act of parliament, the following regulations, including those already suggested: viz.

1. That all public stores found in the possession of persons employed under the Crown, in ships, dock-yards, or in public repositories, be conclusive evidence of embezzlement.—*The punishment, transportation.*

2. The possession of stores having the King's mark, in the custody or premises of any other person, to be evidence of receiving such stores, knowing them to be stolen.—*The punishment, transportation.*

* It has been mentioned in the preceding chapter, that 9000 coasting vessels, and also 4500 traders to foreign parts, enter and clear in the Custom house of London, in the course of a year, independent of small craft in the River. This offers an inexhaustible resource for the purchase of cheap cordage, sail-cloth, and every other material.

3. The defacing any of the King's marks, or removing the same, or forging or counterfeiting the marks in canvas.—*Transportation.*

4. A power to magistrates, to grant warrants to peace officers to search for King's stores, on oath being made of their being deposited in any specific house or place, to be stated in the information.

5. Rewards to be granted for apprehending all offenders under the existing laws, for stealing or receiving the King's stores; to be paid according to the discretion of the judge who tries the offence, and in no case to exceed 40l. nor to be under 10l.

6. Regulations to be made relative to the sale of old stores, so as to prevent the purchase of such stores from being made a cover, in the hands of receivers of stolen goods, for protecting stores fraudulently obtained.

7. Police Magistrates to be established with proper officers at Woolwich, Chatham, Portsmouth, and Plymouth.

8. The Act of the 2d of his present Majesty, known by name of the Bum-boat Act, to be extended to Sheerness, Chatham, Portsmouth and Plymouth.

9. Regulations to be made, rendering it felony to alter, erase, or fabricate any documents, vouchers, books, accounts, or any writing, with an intent to defraud his Majesty; or to procure a quietus to any person having accounts to adjust with the navy, victualling, transport, ordnance, or sick and hurt offices.

To render the System complete, and to guard the public against the frauds which take place in the receipt and delivery of stores, and in surveys; a system of checks might be usefully introduced into the different dock yards, upon the plan of what prevails in the excise, with such variations as should be applicable to local circumstances; but as the Lords Commissioners of the Admiralty have full authority over their own servants, such regulations will require no new law.

But whatever may be judged expedient as the best means of preventing those evils which are known to exist; it would seem indispensibly necessary to place all the officers, artisans, and servants in the naval departments, above the reach of those temptations which constantly assail them; by such a liberal increase of salary or wages, as would enable them to live comfortably according to their respective stations in life, and shield them against the necessity of yielding to any proposition, for the purpose of obtaining money, at the expence of their honour or integrity.

The abolition of all perquisites, fees, or gratuities in the naval departments, would, of course, follow the liberal increase of salaries; and would operate powerfully in promoting that chastity of conduct, which ought to be the leading feature in the character of every person in whom any trust, either public or private, is reposed.

Nothing can be upon a footing more hostile to this chastity of conduct, than the prevailing practice of disposing of clerkships in the dock-yards for a premium:

It is said to be no uncommon thing to pay 300l. for a situation, where the salary does not exceed 30l. or 40l. a year. It may fairly be asked in what manner a person so situated is to reimburse himself? The conclusion is obvious, and the result has been already explained, and may perhaps be still further elucidated by stating the following fact:

An officer of justice, having discovered some instances of pillage and peculation going forward, in the fraudulent removal of copper and other articles from a dismantled ship of war, complained to the store-keeper in the dock-yard; whose province it was to have received those articles into his charge, which were conveyed elsewhere.—He replied thus—

"D—n it, mind your own business.—Such things have always been done, and will continue in spite of you or me;—It will at any rate, last our time."

The object and views, however, of the Author of these pages, are somewhat different from this *trusty servant* of the Crown; for the suggestions, now offered, lead to measures, which, he hopes, will in time be the means of introducing such regulations into the system of the navy, victualling, and ordnance departments, as will, by rendering the resources of the country productive in a much greater degree, establish that kind of permanency which will not only *last our own time*, but extend to many generations; while the same regulations, by preserving the morals of the people, will increase the happiness and the security of all ranks in the community.

CIRCUMNAVIGATORS.

Drake, in 1577. Cavendish, 1586. Cowley, 1683. Dampier, 1689. Cooke, 1708. Clipperton and Shellock, 1719. Anson, 1740. Byron, 1764. Wallis, 1766. Carteret, 1766. Cook, 1768, 1772, 1776; continued by King, 1780. Since by Portlock in 1788. First that entered the Pacific, Magellan, 1520. *Spanish.* Groalva, 1533. Avalnadi, 1537. Mendana, 1567. Quiros, 1625. *Dutch.* Le Maire, 1615. Tasman, 1642. Roggewin, 1721.—Bougainville's, was in 1766.

RISE AND PROGRESS OF THE
TRADE TO RUSSIA.

(From Coxe, continued from Page 289.)

Commerce of the BRITISH *Factory at* ST. PETERSBURGH.
Exports and Imports.

THE Commercial Intercourse between Russia and the northern parts of Europe was begun and carried on by the Hanseatic towns, which, in 1276, established factories at Novogorod and Plescof *, and for a considerable period entirely engrossed the trade of this empire. The accidental discovery of Archangel, in 1553, deprived the Hanseatic towns of a great part of this lucrative commerce, and transferred it to the English. On the 11th of May, in the above-mentioned year, three ships sailed from Deptford, in order to explore the Northern Seas, under the command of Sir Hugh Willoughby. Two of these vessels penetrated as high as the 72 degree of latitude to the coast of Spitzbergen; and being afterwards forced by stress of weather into the bay of the river Arzina in Russian Lapland, both their crews were frozen to death. Richard Chancellor, who commanded the other ship, called the Bonaventure, discovering the country bordering upon the White Sea, landed near the mouth of the Dwina, in a bay, which he denominated the Bay of St. Nicholas, from a convent of that name, near the present port of Archangel. Information of his arrival being instantly dispatched to Ivan Vassilevitch II. the tzar sent for him to Moscow; distinguished him with many marks of kindness and attention; received in the most favourable manner a letter from Edward VI. †; and permitted the English to open a commerce with Russia. Upon Chancellor's return to England, a Russian company was established by queen Mary; and in the year 1555 he again repaired to Moscow, accompanied by several merchants of the incorporated society. To these persons the tzar, among other considerable privileges, granted "a free liberty ‡ of trading to any "part of his dominions, without paying any duties either of export "or import; that they might exercise all kind of merchandizes in his "empires and dominions, and every part thereof, freely and quietly, "without any restraint, impeachment, price, exaction, custome, toll, "impoition, or subsidie."

* The merchants of Hamburgh and Lubec, and of the other Hanseatic towns, in carrying on this traffic, usually sailed to Revel or Narva, and from thence passed through Dorpt to Plescof and Novogorod. S. P. O. V. p. 418; and Bul. Hist. Mag. X. 291.

† Hackluyt, Vol. I. p. 253.

‡ Ibid. p. 265, 266, dated Moscow, 1560, the second month of February.

The correspondence between Elizabeth and Ivan, and the confidence which the latter reposed in the queen, has been already mentioned *; and it is no wonder that the monarch who claimed and obtained the promise of an asylum in England, in case he was driven from the throne by a rebellion of his subjects, should confer additional immunities on the new company. These privileges, which were renewed upon different occasions, amounted to an absolute monopoly, "Ivan "forbidding all other persons but the members of the said company, "and all other nations but the English, to carry on any traffic to any "of the northern coasts of Russia †."

During the reign of Ivan, the English trade greatly flourished; the company settled colonies in different parts of the empire; one at Kolmogori, where they even obtained grants of land, erected warehouses, and formed a rope-walk; others at Novogorod. Their chief establishment was at Moscow, where the tzar built for their residence a large brick edifice, which was called the embassador's house. The principal merchandize which the first English ships exported from Russia, were furs and skins, masts, flax, hemp, cordage, tallow, train oil, tar, pitch, and leather ‡. The English commodities were chiefly cloths of all sorts, cottons, and tin. Another unexpected advantage was derived from this connection with Russia. Ivan Vassilievitch, having conquered the Tartars of Casan and Astracan, extended his dominions as far as the Caspian Sea, and thus established a communication with the Persians and Bucharians §. Animated with the hopes of gain, the English factory obtained a patent for an exclusive trade into Persia and Bucharia; and several merchants passed through Moscow to the countries beyond the Caspian, as will be shown in the next chapter.

At the death of Ivan, the English lost their great support; and, at the accession of Feodor, the confirmation of their immunities was for some time refused: this refusal was owing to the imprudence and impatience of Sir Jerome Bowes, the English ambassador, who, offending by his supercilious deportment the Russian nobility, occasioned a revocation of the patent for the monopoly of the Russian trade. In 1586, Mr. Jerome Horsey, the English agent at Moscow, obtained the re-establishment of several immunities; and, in 1588, the English embassador, Giles Fletcher ||, concluded, through the interest of Boris Godunof, a treaty of league and amity between Elizabeth and Feodor,

* See Vol. II. Book III. Chap. V. of Coxe's Travels.

† Hackluyt, p. 462.

‡ Hackluyt, Vol. I. p. 298—306.

§ Russian Discoveries, Part III. Chap. I.

|| Fletcher, who went this embassy, and has published a curious account of Russia, was fellow of King's College, Cambridge.

the second article of which contains, "A confirmation and re-esta-
"blishment of the former privileges of the companie of our English
"merchants, which were infringed and annulled in the principal points,
"with divers necessary additions to the same, for the better ordering
"of their trade in those countrys hereafter *."

But at length the right of exclusive trade, which had been frequently revoked, and as often renewed, seems to have been finally taken away by Boris Godunof; who extended to the Dutch several immunities which had been hitherto peculiar to the English; and again reinstated the Hanseatic towns in their ancient traffic to Novogorod and Plescof †. But still, however, the privileges which remained to the factory were very considerable, consisting in a free commerce to any part of the Russian dominions without paying any duties of import and export.

At the revolution which placed Demetrius upon the throne, the English factory conceived a strong hope of recovering its patent of exclusive trade, as appears from a letter written by that tsar to Sir Thomas Smith, the English embassador.

"We, calling to minde the correspondence, love, and amity, which
"was between our father the great lord, emperor, and great-duke,
"Ivan Vassilievitch, of famous memory; as also our brother the great
"lord, emperor, and great-duke, Feodor Ivanovitch, sole comman-
"der of Russia; and their sister queen Elizabeth, queen of England:
"In the like manner we do purpose to have intercourse, and to be in
"love with your lord king James, and more than hath been in former
"times; and in token of our said love and amity, we do intend to fa-
"vour all his subjects within our dominions, and to give unto them more
"liberty than they have had heretofore." And a short time before his assassination, he re-established the commerce of the English company: "in the same form and manner as heretofore was bestowed on
"the English merchants, in the time of our father of famous memory,
"the great lord and Cæsar, and great-duke Evan Vassilywich, of all
"Russia sole commander, and was granted under them in the time of
"our brother the great-duke Feodor Evanovich, of all Russia sole
"commander ‡."

His deposition, however, and untimely fate, prevented the good effects of these favourable resolutions; and the civil calamities which, subsequent to his assassination, desolated Russia, almost annihilated the English commerce. But these troubles were no sooner terminated by the election of Michael, than Sir James Merrick, embassador from James I. to the court of Moscow, obtained from the new tsar a fresh patent in favour of the company; which allowed them, as before, a free

* Hackluyt, Vol I. p 473.
† S. R. G. V. p. 159.
‡ Purchas's Pilgrims, Vol. III. p. 760.

trade, without paying duties or customs, to Archangel *, and from thence to Kolmogori, Novogorod, Moscow, and other parts of his dominions †.

This beneficial commerce was, in 1648, suddenly annihilated by Alexèy Michaïlovitch, who banished the English merchants from all his dominions. The cause of this expulsion is generally imputed to the resentment which the tzar conceived against the English for the execution of Charles I. ‡, with whom he was closely connected by leagues of amity and alliance: but in effect he abolished the company's privileges in the year before that event; and his indignation against the English for their rebellion was only a political pretext; the real motive being derived from the offers made by the Dutch to pay duties of export and import, to the amount of 15 per cent., if they were indulged with the liberty of carrying on as free a trade as the English throughout his dominions. For not long afterwards, the tzar suffered William Prideaux, Cromwell's agent, to reside at Archangel; and permitted the English to renew their commerce in that port upon the same footing with other foreigners ‖. It appears also, from Milton's and Thurloe's State Papers, that the tzar not only received several letters from Cromwell, and returned answers to them; but that, at the protector's request, he even agreed to admit his embassador at Moscow. In consequence of this permission, Richard Bradshaw, Cromwell's resident at Hamburgh, proceeded in his way to Moscow:

* Purchas's Pilgrims, Vol. III. p. 738.

† As long as there was no town at the mouth of the Dvina, the merchandize was sent to Kolmogori, and from thence into the interior parts of Russia. Some time in the reign of Feodor Ivanovitch, the first foundations of the castle of Archangel were laid: it took its name from a monastery built in honour of the *Archangel* Michael. This spot soon increased to a town, and became the great staple of the English trade. See S. R. G. VII. p. 470.

‡ In the midst of the Khitaigorod at Moscow, there is an ancient gateway, which forms the entrance into the printing-office of the Holy Synod: it is of curious workmanship, ornamented with figures of the lion and unicorn grotesquely carved in wood. These being the supporters of the Royal arms of England, authors have conjectured that this gateway was the entrance to the hotel, constructed by order of Ivan Vassilievitch II. for the residence of the English embassador; and that the tzar Alexèy was so offended at the execution of Charles I. that he converted the hotel into a printing-office. It is probable, indeed, from the figures of the lion and unicorn, that this gateway had some reference to the English, although it was not the embassador's hotel; that being situated near the church of St. Maximus, in another part of the Khitaigorod: but it evidently appears, from an inscription over the gateway, that this building was not converted into a printing-office on account of the execution of Charles I. The inscription denotes, that Michael Feodorovitch, and his son Alexèy, caused these apartments and this gate to be constructed in the printing-house, June 39th, 7152, or, according to our æra, 1645: a plain proof that the establishment of the printing-house was prior, by at least three years, to the execution of Charles I. and could have no reference to that event.

‖ Thurloe, Vol. II. p. 558—562.

as far as Mittau, where he was honourably entertained by the duke of Courland; from that town several dispatches passed between Bradshaw and the Russian chancellor, with respect to the superscription of the letter which the protector addressed to the tzar, and which did not confer upon that monarch all the titles which he required: this seems to have been merely a pretext, as Bradshaw asserts, to prolong the time; and in effect he soon afterwards returned to Hamburgh without having accomplished his intended embassy to Moscow *. Cromwell, however, seems to have gained a great point in opening the commerce of Archangel to the English, although he could not obtain such honourable terms as they had formerly enjoyed: and although Alexey could not be induced to grant unto the English a free trade into the interior parts of his dominions; yet this exclusion was not peculiar to them, for he equally prohibited all foreigners from carrying on any traffic, excepting at Archangel †.

Soon after the Restoration, Charles II. desirous of obtaining a renewal of the company's privileges, as they existed before the abolition in 1648, dispatched the earl of Carlisle to Moscow, who was ordered to represent, that, "these very privileges were the basis and foundation upon which the amity of the two crowns of England and Muscovy were superstructed." The embassy failed of success: the failure was imputed to the haughty deportment of the embassador, who expressed disgust at the bad accommodations in Russia, did not pay sufficient court to the ministers and favourites of the tzar; tendered repeated remonstrances in a manner totally repugnant to the Russian custom; and, under a false notion of maintaining the dignity of his sovereign, objected to the Russian ceremonial *. It is much to be questioned, however, if the earl of Carlisle had acted a less impolitic part, whether the Russian court would have renewed the charter of the company in its full extent, and particularly the exemption from duties of export and import; since the Dutch, who at that time carried on a very considerable traffic to Archangel, readily paid the customs. The only point which the earl of Carlise could accomplish, was a permission that the English should trade freely into the Russian dominions, but remain subject to the duties of export and import. From that period the British commerce has suffered no interruption.

Archangel continued the sole port for the exports and imports of Russia, until, upon the building of Petersburgh, Peter the Great abolished its immunities; and removed the commerce of the White Sea

* See Milton's Works, p. 1657. Thurloe, Vol. III. p. 258, and VI. 408. 432 439.

† Thurloe, Vol. II. p. 598.

to the havens of the Baltic *. The British merchants, who were highly favoured by that monarch, settled in the new metropolis, which suddenly became the principal mart for the Russian trade. The privileges of the British factory established in Russia are confirmed by a solemn treaty of commerce and navigation, concluded in 1734 between George II. and the empress Anne; and renewed, in 1766, between his present Majesty and Catharine II †.

The whole trade of St. Petersburgh in exports and imports for 1777, with the English and other nations, was,

In exports - - - - -	£.2,400,000	£. 4,000,000	0
Imports - - - - - -	1,600,000		
Balance in favour of Russia -	800,000		

The British share in this trade is

In the exports about -	£.1,508,782 6	£. 1,932,715	1
Imports - - -	423,942 12		
Gain - - -	1,084,839 14		

Consequently, the trade with all other nations (the Russian subjects included) is,

In the exports - -	£. 891,227 11	£.2,067,284	19
Imports - - -	1,176,057 8		
Loss - - -	284,829 17		

From hence it is evident Russia gains annually by her trade with the

the British subjects about - - -	£.1,084,829	17
And that she loses by her trade with all other nations	284,829	17
Remains annually a clear gain of about - -	800,000	0

But should the contraband traffic (in which the value of the imports far exceeds that of the exports, and in which the British have little or no concern) be included, it will considerably diminish the balance of these commercial profits as just stated.

According to this statement, half the trade of St. Petersburgh is in the hands of the English; but as their exports and imports in 1777 exceeded those of the preceding, or subsequent years, this estimate may

* In 1752 Elizabeth again restored the ancient immunities of Archangel; and its present trade is not inconsiderable.

The port of Archangel supplies the government of Archangel, part of those of Nishnéi-Novogorod and Casan, with European commodities; and draws in exchange from those parts corn, flax, hemp, coarse linen, cordage, sails, masts, tallow, which are mostly conveyed by the Dvina: it forms also a principal communication with the northern and western parts of Siberia, from whence the merchants procure furs, skins, and iron.

† The reader will find the first treaty of 1734 in Rousset's Supplement to Dumont's Corps Diplomatique, Vol. III. p. 495; and the last, of 1766, in a Collection of Treaties betwsen Great Britain and other Powers, Vol. II. p. 309—327.

be considered as too highly rated: we may fairly however allow, upon the most moderate computation, that a third of this commerce is carried on by our factory.

The average number of merchant ships, which annually arrive from England at the port of Cronstadt, with goods laden for Petersburgh, may be collected from the following table:

Years.	Ships.	Years.	Ships.	Years.	Ships.	Years.	Ships.
1753	149	1758	161	1763	149	1773	319
1754	236	1759	206	1767	200	1774	318
1755	160	1760	137	1768	237	1776	320
1756	186	1761	130	1769	322	1777	366
1757	129	1762	153	1770	306	1778	252

The general state of the trade of St. Petersburgh in 1778 was,

In exports	£.2,042,097 8
Imports	1,318,428 16
	3,360,526 4

In the same year the following number of vessels arrived at Cronstadt:

English	252	Dutch	147	Hamburgh	2
French *	1	Danish	39	Stralsund	1
Spanish	6	Prussian	26	Bremen	3
Russian	12	Lubeck	38		
Portuguese	2	Rostock	29	Total	607
Swedish	47	Dantzick	2		

Beside the metropolis, the Russian trade in the Baltic is carried on at Riga, Revel †, Narva, and Wiburgh. From Riga a considerable quantity of corn is exported by the English, Swedes, and Dutch, which is sent down the Duna from the provinces of Plescof, Smolensko, and Novogorod: a few masts are also shipped from the same port. The other exports from this, and the above-mentioned maritime towns, are similar to those of Petersburgh.

* The French exports and imports are, in time of war, mostly conveyed in Dutch bottoms, which is the reason why, in 1778, but one French vessel arrived at Cronstadt, although their exports and imports for that year amounted to £.148,753.

† The exports from Revel in 1780 amounted to £.30,283; the imports to £.94,648. Jour Pet. for 1781.

In the same year 71 ships arrived at Narva, of which 33 were Dutch, 9 English, 11 Danish, 8 Swedish, and 2 from Lubec. Ibid.

At Riga 758 ships arrived in 1782. See Hamb. Pol. Journ. for 1782. P. II. p. 480.

PLATE XXI.

VIEW of Toulon, with the Portrait of a Polacre in the foreground. These vessels, with three masts, are usually navigated in the Levant, and other parts of the Mediterranean, with square sails upon the main mast, and lateen sails upon the fore and mizen masts. Some of them, however, carry square sails upon all the three masts, particularly those of Provence in France. Each of their masts is commonly formed of one piece, so that they have neither topmasts, nor top gallant masts; neither have they any horses to their yards, because the men stand upon the topsail yard, to loose, or furl the top gallant sail, and on the lower yard to reef, loose, or furl the top sail; whose yard is lowered sufficiently down for that purpose.

ACCOUNT OF TOULON.

History.

There is no older mention of this place than that made in a maritime itinerary; it was anciently styled *Telo Martius*, a port town of *Gallia Narbonensis*; distant twelve miles from *Tauroentum*, a town of the Bruttii, on the Tuscan Sea, now extinct *. *Telo Martius*, according to the common opinion, was founded by a Roman general.

Towards the end of the tenth century Toulon, or Thoulon, was destroyed and pillaged by the African pirates, almost as soon as rebuilt. The Constable of Bourbon, at the head of the Imperial troops, took possession of it in 1524, as did Charles the Fifth in 1536; but in the next century Charles Emanuel Duke of Savoy could not enter it; and Prince Eugene in 1707 ineffectually laid siege to it. Toulon, prior to the revolution, was an episcopal see; its inhabitants were then computed at 80,000.

This City experienced the dreadful ravages of the Plague, thrice in the fifteenth century, in 1418, 1461, and 1476; once in the sixteenth, 1587; four times in the seventeenth, 1621, 1630, 1647, and 1664; and once in this century, 1720.

PRESENT STATE,

With Directions for sailing into the Great Road.

This celebrated city is situated in the department of the Var (Provence), and is divided into the old and new quarters. The first which is very ill built, has nothing remarkable in it but the *Rue aux Arbres*, which is a kind of mall, and *the Town House*; the gate of which is surrounded by a balcony, supported by two termini, the masterpieces of the famous Pujet. The New Quarter, which forms as it were a second city, contains, besides the magnificent works constructed in the reign of Louis the Fourteenth, many fine houses,

* Its ruins are to be seen near Palma, in the Calabria Ultra.

among which that of the late seminary, merits beyond comparison the preference; and a grand oblong square, lined with trees, and serving as a parade. The Harbour, respecting these two quarters, is distinguished by the names of the Old Port, or Merchant's Port, and the New Port, or King's Port; the latter appellation is indeed lately abolished. The Merchant's Haven is protected by two moles, begun by Henry the Fourth: a noble Quay extends along it, on which stands the Town House. In the front of this Haven is an arsenal, with every thing requisite for constructing, and fitting out, vessels.

The New Haven, or King's Port, was constructed by Louis XIV. as were the fortifications of the city. In front of this Haven is an arsenal, furnished with all kinds of naval stores, with docks, and yards; the whole well fortified. The first object that catches the attention is a Rope Walk, entirely arched, extending as far as the eye can reach; built after the designs of Vauban: above is a place for the preparation of hemp; the building consists of two stories. Here also is an armoury for muskets, &c. In the park of artillery are cannons ranged in piles; bombs, grenades, and balls of all kinds placed in wonderful order. The long sail room, the foundry for cannon, the dock yards, basins, &c. are all well worthy of observation. The largest ships in the French Navy, are here built and stationed.

The town is impregnable by Sea, as only one ship can enter the harbour at once; which is defended on each side by a fort with strong batteries, and is esteemed at all seasons the most secure in Europe. The Road is the best, and largest on the whole coast of the Mediterranean: the two roads for shipping, taken together, are four miles long, and a mile broad. The entrance from the Sea is perfectly safe; the bottom of the Little Road, which is the innermost to the N. W. is so very good, that a ship will neither run any hazard, nor experience any damage, by being aground: neither can any storm injure the Ships in the Outer Road, on account of its being so well covered Both the Old, and New Port, have an outlet, into the spacious Outer Road, or Harbour, which is surrounded by hills, and formed by nature almost circular. It was the remark of a foreigner in the late reign, that *the King of France was greater here than at Versailles.* The gallies transferred to Toulon from Marseilles some years ago, occupied a basin in the New Port: many of the slaves were artisans, some merchants, and, what is surprising, of scrupulous integrity. They no longer sleep on board the galleys, but have been lately provided with accommodations on shore, in a vast building, newly erected for that purpose.

Toulon is 17 leagues S. E. of Aix; 15 S. E. of Marseilles; and 217 S. E. of Paris. The latitude is 43° 7′ N. long. 5° 57′ E. It

is the only Mart in the Mediterranean for the re-exportation of the products of the East Indies.

The following *directions for sailing into the Great Road of Toulon*, are given by the Rev. Mr. Malham, in his useful work *, published in 1795.—"On approaching the coast to go into the Great Road, it may be observed that round the north point of the land of the peninsula, on the south part of the Great Road, and north of Cape Cepet, there are soundings from ten to twenty-five fathoms, pretty near the shore; but within the road on the south shore there are but two fathoms near the land, whence it trends S. W. into St. George's Creek, where there are from eight to fifteen fathoms. Within the creek, from nine to two fathoms; and off the west point, or limit, of the creek, from six to three fathoms; and farther north, from ten to twenty fathoms. From this point to Balaguier Tower, is from three, to seven, and nine fathoms; and further down that bay only two fathoms. The entrance into the Little Road from Eagle's Tower to the Great Tower, has from three, to twelve, and fourteen fathoms; but under the Great Tower there are only two fathoms, which depth of water extends along the coast to the N. E. as far as to Fort St. Louis. Thence along the shore to Cape Brun, there are, in some places, three, and in others, four fathoms; but farther off from the land there are from seven, to ten fathoms. In the Little Road, round the Great Tower northward to the town, there are from three to eight fathoms, near the shore; and farther to the west are various soundings; but none more than ten fathoms, and near the western shore, only two fathoms, or even one."

THE SHIPPING OF THE ROYAL NAVY OF ENGLAND,

CONTAINED IN

Year.	Tons.	Mariners.
1588	31,385	15,272
1660	62,594	
1675	69,681	30,951
1688	101,032	
1695	112,400	45,000
1704	104,754	41,000
1715	167,596	
1721	158,233	
1727	170,862	
1741	198,385	
1749	228,215	17,000
1754	226,246	10,000
1760	300,416	70,000
1774	276,046	
1781	422,760	104,000

* Naval Gazetteer, or Seaman's Complete Guide; containing a full account, alphabetically arranged, of the several coasts, of all the countries, and islands in the known world, with their soundings, stations for anchorage, &c. two vols. 8vo. illustrated with charts.

MEDICAL FACTS,

RELATIVE TO THE

PRESERVATION OF THE HEALTH OF SEAMEN.

Οὐ γαρ τι γνωτί τι οἶδε κακώτερον ἄλλο θαλάσσης,
Ανδρά τι συγχεῦαι, εἰ καὶ μάλα καρτερὸς εἴη,

OMHP. ΟΔΥΣ. Θ.

Dire is the Ocean, dread in all its forms!
Man must decay, when man contends with storms. POPE.

(Continued from Page 209.)

THE last edition *, lately published, of Dr. Blane's Observations on the Diseases of Seamen, with corrections and additions, is a most valuable work for all nautical men. This gentleman was appointed Physician to the Fleet, under the command of Lord Rodney, in the beginning of the year, 1780; whilst in the West Indies, whenever the fleet was in port, Dr. Blane daily superintended and visited the hospitals, of which there was one at almost every island on the station: from his own accurate observations, and the assistance of surgeons of the Fleet, he has amassed a number of well-established facts, and arranged them in a methodical manner, so as to prove a groundwork for investigation. The peace in the spring of the year 1783 terminated this physician's enquiries, and prevented him from following up some practical researches.

Since the first materials for this work were collected, now sixteen years ago, Dr. Blane was for twelve year's physician to St. Thomas's Hospital; and from his resignation of that office, in 1795, has continued one of the commissioners of sick and wounded seamen. Besides reviewing and correcting the subjects formerly treated of, he has added two new chapters, one on ulcers (in which they are proved to be contagious), the other on casualties.—The volume is divided into three parts.—PART I. *Book* i. contains the

* Printed for Murray and Highley, in one vol. 8vo. The first edition was printed in 1785, the second in 1790.

medical history of Lord Rodney's fleet from March 1780 until August 1781. *Book* 2. Continuation of the same, from August 1781, until the conclusion of the war in April 1783. *Book* 3. Of the numbers and mortality of different diseases sent to hospitals, with a general view of the whole mortality during the war. PART II. Of the causes of sickness in fleets, and the means of prevention. *Chap.* 1. Of air. *Chap.* 2. Of aliment. *Chap.* 3. Of exercise and fatigue. PART III. Description and treatment of the diseases most frequently occurring at sea. *Chap.* 1. Of fevers. *Chap.* 2. Of fluxes. *Chap.* 3. Of scurvy. *Chap.* 4. Of ulcers. *Chap.* 5. Of various casualties. *Chap.* 6. Of the wounds received in the actions of April 1782. APPENDIX. Pharmacopœia therapeutica nautis accommodata. Letters on the yellow fever, quarantine, &c. Dr. Blane dedicates his work to the Duke of Clarence.

MELASSES.

I had conceived that melasses*, being a vegetable sweet, must have been a very powerful antiscorbutic; but the greatest part of the last reinforcement of seven ships came from England furnished with this as an article of victualling, as a substitute for a certain proportion of oatmeal, which was withheld agreeably to a late very judicious order of the Admiralty. But though I am persuaded that this article of diet mitigated the disease, it was very far from preventing it; and the Princessa in particular, which suffered most from the scurvy, was well supplied with it.

There is reason to think that it is not in the vegetable sweet alone that the antiscorbutic principle resides, but in this in conjunction with the natural mucilage, such as exists in the malt. I suspect likewise that the change which the essence undergoes in its preparation, tends also to rob it of some of its original virtue. But the melasses are still farther altered by being deprived of the natural mucilage by means of quick lime, with which all sugar is clarified in the boilers. Dr. Hendy, of Barbadoes, to whom I have been obliged for several remarks, informed me, that the liquor, before it undergoes this operation, has been found by him to produce the most salutary effects in the scurvy; but as this cannot be had at sea, we had no opportunity of comparing it with other antiscorbutics. It is certain also that the medical effects of the native sweet juices are, in other respects, very different from what they are in their refined state; for manna, wort,

* Melasses were first introduced into the Foudroyant about the year 1780.

and the native juice of the sugar cane are purgative; whereas sugar itself is not at all so. This affords a presumption, that they may be also different in their antiscorbutic quality; and there is reason to think, from experience, that the more natural the state in which any vegetable is, the greater its antiscorbutic quality. Vegetables, in the form of sallads, are more powerful than when prepared by fire; and I know for certain, that the rob of lemons and oranges is not to be compared to the fresh fruit. Raw potatoes have been used with advantage in the fleet, particularly by Mr. Smith, of the Triton, who made the scorbutic men eat them, sliced with vinegar, with great benefit. This accords also with what Dr. Mertans *, of Vienna, has lately communicated to the Royal Society of London.

TABLE, *shewing the Number of Men admitted, and who have died at Haslar and Plymouth Hospitals, from the Year* 1755 *to the Year* 1797, *distinguished according to the Periods of Peace and War.*

	HASLAR.		PLYMOUTH.	
	Rec.	*Died.*	*Rec.*	*Died.*
† From 1755 till 1763, both years included	34,935	1,869	25,879	1,691
	1. in 18.6		1. in 15.3	
From 1764 till 1777, both years included	31,389	1,004	11,625	454
	1. in 31.2		1. in 25.6	
From 1778 till 1782, both years included	52,503	3,137	27,632	1,109
	1. in 16.7		1. in 24.9	
From 1783 till 1792, both years included	25,065	1,157	25,221	1,309
	1 in 21.6		1. in 19.2	
From 1793 till 1797, both years included	32,498	2,262	21,277	‡ 861
	1. in 14.3.		1. in 24.7	

It appears, then, from the annexed table, that during the late and the present wars, there has been less mortality at Plymouth than at Haslar. These two institutions are equally well supplied with accommodations, diet, and attendance. They are both kept in a state of the most perfect cleanliness and good order, so that in all points they are justly considered as models of what hospitals ought to be, and are perhaps inferior to none in every advantage attainable by such institutions. It is presumable, therefore, that the difference of mortality is

* See Philosoph. Transact. vol. 68.

† The records of the office from which this abstract has been taken, are wanting from August 1757 till February 1759, and from May 1761 till April 1762. This, however, does not affect the proportional number of admissions and deaths, and the relative state of the two hospitals.

‡ Forty-one deaths reported in the returns of Plymouth for 1796 are not included, being men sent dead on shore for interment from the Amphion frigate, which blew up while at anchor in the Sound. Those who die on board of their ships, both at Portsmouth and Plymouth, are buried at the hospitals, and included in the returns of dead; but as all the cases of danger are usually sent to the hospitals, the number of those who die on board is usually but small, and though this affects somewhat the general rate of mortality, as stated above, it does not alter the relative proportion of it at these two places.

owing to the difference in point of air. Plymouth has some advantage in respect to climate, being considerably warmer in winter, which is of great advantage to those, more particularly, who are affected with pulmonic complaints, who constitute a considerable proportion of the sick. It is also situated on a drier soil. But the chief difference in these two hospitals consists in the size and distribution of the buildings. Haslar hospital consists of one great center building, and four pavilions running backwards from each corner of it. These are placed in pairs, standing parallel and very close to each other lengthwise, so as to intercept the free course of the air. It is calculated to hold with ease eighteen hundred men. Plymouth hospital consists of twelve separate similar and equal buildings, ranged in a large square, with wide intervals between each. Of these twelve, however, ten only are occupied by the sick. It is calculated to hold with ease twelve hundred men. M. Tenon, a French physician, who by his king's order had made a comparative review of most of the hospitals in Europe, with a view to the reformation of those in Paris, and visited this one in 1787, gives the preference to it over all others, in regard to the judicious construction and distribution of the buildings. The wards in both hospitals are nearly of the same dimensions, and there is an allowance of about eight hundred cubic feet for each patient, in the wards where the sick and wounded are so ill as to be confined. Less space is allowed for convalescent and chronic cases. The superior salubrity of Plymouth, therefore, in so far as regards the building, seems to consist in there being fewer apartments under the same roof, so that there is a smaller mass of foul air to be carried off, and in the several buildings not screening each other from the free current of the external air.

It is difficult for those whose researches and reflections have not led them to consider this subject, to conceive the great influence of even a small difference in the purity of the air breathed by those who labour under sickness and wounds. This is still more difficult to conceive, when it is observed how little these varieties affect people in health. One of the most striking proofs of this, is the great difference in the success of the treatment of compound fractures, and other violent injuries, in private houses, from what it is at an hospital. The superior effect of the air of the country over that of the town, in restoring the sick and convalescent, is another fact which ought to be deeply impressed on the minds of those who plan edifices and conduct institutions for the reception of the sick and wounded, in order to serve as an illustration of the value of fresh air *.

* See Diseases of the Army by Sir John Pringle, to whom the world is much indebted for placing this subject in a strong and instructive point of view, by representing Hospitals themselves when ill aired, to be one of the principal causes of mortality, and a great source of infection.

But the most remarkable point of comparison exhibited in this table, is that of the late war with France, which lasted five years, with the five by-past years of the present war. It appears that in these two hospitals alone, there were upwards of twenty seven thousand more patients admitted in the former than the latter period, though a † greater naval force is now kept up than was ever known in this country, and a greater proportion of it on home service than in the late war. The principal causes of this seem to be; 1st. That the navy at the commencement of this war was manned with less impressing than on the like occasion in former wars. The foul air produced by the crowding, and bad accommodation attending the methods of securing impressed men, previous to their distribution, has already been stated as the principal cause of the general infection prevailing in the beginning of wars. 2dly. The greater observance of cleanliness and dryness, and the stricter enforcement of discipline, in consequence of the conviction now entertained by officers, of the indispensible necessity of these to the health of the men under their command. 3dly. The general use of lemon juice, so judiciously and liberally allowed to ships at sea for the three last years. 4thly. The late increase of encouragement to surgeons, and the operation of the regulations established and put in force by the medical board of the navy.

In consequence of the great diminution of sick at Haslar hospital, and the general and steady state of health of the navy, not only at home but on foreign stations, there has just now (August 1798) a reduction been made of one third of the establishment there. This is in itself a considerable saving, but the saving in the maintenance of the sick, and replacing those who die or become unserviceable, is still more considerable, not to speak of advantages of still higher moment. And at this crisis, when every one must see and feel, that our hourly security, and perhaps our existence, depends on the unremitting exertions and judicious management of our naval force, it cannot but constitute the most pleasing matter of contemplation to the nation at large, as well as to the Government, and particularly that branch of it which presides over the navy, to behold at once the great interests of humanity, of national defence, and public œconomy thus effectually promoted.

The greater rate of mortality in this than in former wars at both hospitals, seems chiefly to be owing to the better selection of the sick, more cases of a slighter nature being now cured on board, in consequence of the additional means afforded to surgeons of doing so, and, perhaps, a stricter attention at hospitals respecting admissions, their general discipline having been of late improved.

† The number of seamen and marines now voted by Parliament is 120,000. The greatest number in the late war was 100,000, and in the preceding war 80,000.

NAVAL LITERATURE.

A Voyage to the South Atlantic, and round Cape Horn into the Pacific Ocean, for the purpose of extending the Spermaceti Whale Fisheries, and other objects of Commerce, by ascertaining the Ports, Bays, Harbours, and Anchoring Births, in certain Islands and Coasts in those Seas, at which the Ships of the British Merchants might be refitted. Undertaken and performed by Captain James Colnett, *of the Royal Navy, in the Ship Rattler. 4to. Pages 200, with nine Charts, &c. £.1. 5s. boards.* Egerton, Elmsley, White, &c. 1798.

THIS voyage was planned in consequence of a memorial from Merchants in the city of London, concerned in the South Sea Fisheries.—The memorial stated the calamitous situation of the ships crews employed in this trade, from the scurvy and other diseases, incident to those who are obliged to keep the seas, from the want of that relief and refreshment, which is afforded by intermediate harbours. In consequence of previous application, which was effectually forwarded by Mr. Stephens, Captain Colnett * was nomi-

* Captain Colnet served on the quarter-deck of a man of war from the year 1769; and performed the second circumnavigation with Captain Cook as a Midshipman, on board the Resolution. He continued Lieutenant for sixteen years. During a period of seven years he had, previous to the above voyage, been engaged in various commercial undertakings on the N. W. coast of America: he searched the coast from 36° to 60° North, the inland part of which, was before little known to European Navigators; he also surveyed several bays, harbours and creeks, and discovered many considerable inlets, particularly between 50° and 53° North, which were supposed to communicate with Hudson's Bay, and have since been more particularly examined by Captain Vancouver.—He also made two voyages to China, but on his return from the first of them, was unfortunately captured by the Spaniards at Nootka Sound, and sent a prisoner to the port of St. Blas, in the Gulph of California: in the present volume, in a note, Captain Colnett has published the following particulars of this additional instance of Spanish cruelty and baseness:—

"It is unnecessary upon this occasion, to have recourse to any circumstances that unfortunate voyage, prior to the time when I appeared off Nootka, viz. the third day of July, 1789. At nine in the evening, when it was almost dark, we hailed a boat; and the persons in it desiring to come on board, their request was immediately granted. It proved to be a Spanish launch, with Don Estevan Martinez, commodore of some Spanish ships of war, then lying in Friendly Cove: we were visited at the same time by another Spanish launch, and the boat of an American ship. I had no sooner received Don Martinez in my cabin, than he presented me a letter from Mr. Hudson, commander of the

nated by the Board of Admiralty to undertake this voyage in the Rattler sloop; of 374 tons burthen, purchased from Go-

Princess Royal sloop, which was under my orders. The commodore then informed me, that the vessels under his command were in great distress, from the want of provisions and other necessaries; and requested me, in a very urgent manner, to go into port, in order to afford him the necessary supplies. I hesitated, however, to comply with this demand, as I entertained very reasonable doubts, of the propriety of putting myself under the command of two Spanish men of war. The Spaniard observing my unwillingness to comply with his request, assured me, on his word and honour, in the name of the King of Spain, whose servant he was, and of the Viceroy of Mexico, whose nephew he declared himself to be, that if I would go into port, and relieve his wants, I should be at liberty to sail whenever I pleased. He also added, that his business at Nootka was for no other purpose, than merely to prevent the Russians from settling on that part of the coast, and that it formed a leading principle of his instructions, as it was his private inclination, to pay all becoming respect and attention to every other nation. I am ready to acknowledge that the story of his distresses, and the letter of Mr. Hudson, which appeared to be deserving of credit, had very considerable weight with me: besides, I was an officer in his Britannic Majesty's service; and might be, in some degree, influenced by a professional sympathy. I therefore suffered myself to be persuaded to enter the harbour; and, as it was a calm, to let the Spanish boats assist in towing the Argonaut into Friendly Cove; where we arrived by twelve at night and found an American ship called the Columbia, riding at anchor, commanded by Mr. Kendric, and a sloop of the same nation, called the Washington, commanded by Mr. Gray; with two Spanish ships of war, called the Princessa, and Don Carlos. The next morning, after I had ordered some provisions and stores for the relief of Don Martinez to be got ready, I went to breakfast with him, in consequence of his invitation. After breakfast he accompanied me on board my ship, the Argonaut; I gave him a list of the articles I intended to send him, with which he appeared highly pleased. I then informed him it was my intention to go to sea in the course of the day: he replied, he would send his launch to assist me out of the harbour, and that I might, on the return of the boat, send him the promised supply. The launch not coming so early as I wished, I sent one of the mates for her, but instead of bringing me the boat, I received an order from Don Martinez, to come on board his ship and bring with me my papers. This order appeared strange, but I complied with it, and went on board the Princessa. On my coming into his cabin, he said he wished to see my papers: on my presenting them to him, he just glanced his eye over them, and although he did not understand a word of the language in which they were written, declared they were forged, and threw them disdainfully on the table, saying at the same time, I should not sail until he pleased. On my making some remonstrances at his breach of faith, and his forgetfulness of that word and honour which he had pledged to me, he arose in an apparent anger, and went out.

"I now saw, but too late, the duplicity of this Spaniard, and was conversing with the interpreter on the subject, when having my back towards the cabin door, I by chance cast my eyes on a looking-glass, and saw an armed party rushing in behind me. I instantly put my hand to my hanger, but before I had time to place myself in a posture of defence, a violent blow brought me to the

vernment, by Messrs. Enderby and sons, who possessed the largest concern in this branch of the Whale Fishery: the

ground. I was then ordered into the stocks, and closely confined; after which, they seized my ship and cargo, imprisoned my officers, and put my men in irons. They sent their boats likewise to sea and seized the sloop Princess Royal, and brought her into port, for trading on the coast.

"It may not be amiss to observe, that the Spaniards consider it contrary to Treaty, and are extremely jealous, if any European power trades in those seas, but this cannot justify Don Martinez, who, not content with securing me and my people, carried me from ship to ship, like a criminal, rove a halter to the yard-arm, and frequently threatened me with instant death, by hanging me as a pirate. This treatment, at length, nearly cost me my life; and threw me into so violent a fever, that I was delirious for several days: After recovering, I was sent in my own ship prisoner to St. Blas, a Spanish port in the Gulf of California. On my passage thither, I was confined in the Mate's-Cabin (a place not six feet square) for two and thirty days, with a scanty supply of miserable provisions, and a short allowance of water. The British part of my ship's company, with two officers, were confined in the sail room with their feet in irons, and kept in a state too shocking to relate, and which decency forbids me to describe. In going into the harbour, the Spaniards ran the ship aground and damaged her bottom. On landing, few of my people had any change of clothes, for the Spaniards had broke open their chests and plundered them; however, when under the care of the Governor of St. Blas, we were better treated, being permitted to walk about the town, in charge of a guard of soldiers, and allowed sufficient provisions. About this time the Princess Royal and crew arrived, and shared the same fate. Soon after, under a promise that our detention could not be long, they persuaded us to heave down and repair the Argonaut, new copper her bottom, and fit new rigging. The idea of release stimulated us to work on the ship with great alacrity, so much so, that our exertions threw several into fevers; and on the vessel being nearly ready, the Governor threw off the mask, informing us she was to be employed for their use, and laughed again at our credulity. This treatment, added to little thefts committed on us with impunity, worked on the minds of the sickly part of the crew, several of whom took it to heart and died, and one destroyed himself in despair. Not being Catholics, we were ordered to inter them on the sea-beach. After we had buried them, the Native Creoles dug up the bodies of one or two, and left them to be devoured by the dogs and vultures. On the same day the Spaniards sailed with our vessels, we were removed to Tepeak, a place sixty miles up the country: here we were allowed great liberty, and better treatment; and more particularly so on the arrival of Don Bodega Quadra, who was commander of his Catholic Majesty's squadron, on the coast of California. To this officer I am greatly indebted for his kind attention, and obtaining permission for me to go to Mexico, to claim redress for our past treatment. On my arrival at Mexico, and during my residence there I was treated by the Viceroy, Don Rivella Gigeda, with great politeness and humanity, and indeed by all ranks of people in that City. This Viceroy, in the most handsome manner, gave me an order to take possession of my vessel, and a passport directed to all classes of his subjects, to render me every service I stood in need of whilst in his government: and such was his noble and generous treatment during my continuance of some months in Mexico and his subsequent correspondence, that I am bound to acknowledge my lasting gratitude to him. I

gratuity given to Captain Colnett by the merchants was 500l. sterling: one half of the ship was purchased by the former, who thus had a better opportunity of giving attention to such instructions as were communicated by Mr. Stephens. We recommend * this Voyage to the perusal of our readers, as a professional work fraught with information, and executed with the greatest accuracy. It forms a most valuable addition to the labours of Cook, and Vancouver; and is in fact, in many respects, connected with, and explanatory of, the voyage of the latter. In point of nautical acquirements, by long and perilous experience, the name of Colnett should not be far removed from these great, and lamented circumnavigators.

also understood the conduct of Martinez had, upon its being investigated, occasioned him very severe disgrace. On my return to St. Blas, I found the Spaniards were unloading my vessel, which had been laden with corn; and during my absence, they had sent her to Acapulco for guns and broke her back; she was not only hogged, but otherwise greatly damaged, and they had also made use of every part of the stores, cargo and provisions useful to them. For these they made out an account on a partial valuation of their own, and with an affected display of liberality, calculated and allowed wages to my people, which they counterbalanced by charging them with maintenance, travelling expences, medical assistance, &c. &c. and also for an allowance of eight months stores and provisions, *in which were included our beef and pork*, which we were obliged to salt before we put to sea under a vertical sun. After all, our departure was retarded, by their insisting I should sign a paper, expressing my complete and entire satisfaction of their usage to me and my people. As the fever began again to make its appearance among some of my crew, and the rest being extremely clamorous to depart, I was obliged, however, reluctantly, to submit. At length after thirteen months captivity, we obtained permission to sail, with orders to go to Nootka, and take possession of the Princess Royal, whose crew I had with me, although the Spaniards must have well known it was impossible for me to have fallen in with her there, as appeared by the orders which the Spanish commander had on board, when I met with him by accident some time afterwards at the Sandwich Isles. Thus on the approach of winter, in a miserable vessel, badly equipped, and worse victualled, we sailed from St. Blas, altogether in such a situation, that from the numberless accidents we suffered in consequence of our bad outfit, my arrival at Macao appeared almost miraculous."

* The Critical Reviewers in their account of this work, made the following observations: —"We are sorry that the whole of the western coast of America has not been examined with the minute accuracy, which was employed in the higher, and middle Latitudes. Below Brewer's Island, in Lat. 41° South, there is an extensive Archipelago; and the coast to the southward is broken into numerous islands, little known, in the examination of which the activity of Captain Colnett, or the persevering industry of Mr. Whidbey, might be usefully employed, if Spanish jealousy would permit.

Captain Colnett left Yarmouth Roads, after a long detention, occasioned by the unexpected conduct of the French, on the fourth of January 1793. His crew consisted of no more than seventeen, officers and seamen, with three landmen and five boys, to work a ship which, in his Majesty's service, had a complement of 130 men. Amid the snow and blowing weather he had to contend with, on leaving the chops of the Channel, the MARINE BAROMETER proved of the greatest service; as it warned him against making sail when there was an appearance only of moderate, and to shorten sail on the approach of foul tempestuous weather.—At day light on the 13th of April, they saw the Isles of Diego Ramieres, bearing North, by East, three or four leagues. Capt. Colnett makes them, by observations corrected, in longitude 68° 58′ West, and in latitude 56° 30, South: they appeared to lie in an east and west direction. The following are his remarks on the navigation round Cape Horn:

I have doubled Cape Horn in different seasons; but were I to make another voyage to this part of the globe, and could command my time, I would most certainly prefer the beginning of winter, or even winter itself, with moon-light nights; for, in that season, the winds begin to vary to the eastward; as I found them, and as Captain, now Admiral, Macbride, observed at the Falkland Isles. Another error, which, in my opinion, the commanders of vessels bound round Cape Horn commit, is, by keeping between the Falkland Isles and the main, and through the Straits La Maire; which not only lengthens the distance, but subjects them to an heavy, irregular sea, occasioned by the rapidity of the current and tides in that channel, which may be avoided, by passing to the eastward. At the same time, I would recommend them to keep near the coast of Staten Island, and Terra del Fuego, because the winds are more variable, in with the shore, than at a long offing.

If it should be observed, that a want of wood and water may render it necessary for vessels to stop in the Straits La Maire, I shall answer, that there is plenty of water at the Falkland Isles; and Staten Island, not only abounds in both, but possesses several excellent harbours. I first visited this place with Captain Cook, in the year 1774; and, on my outward-bound passage to the north-west coast of America, in the year 1786, as commander of the merchant ship,

Prince of Wales*, I wooded and watered there, and left a party to kill seals. For my own part, I do not perceive the necessity, according to the opinion of different navigators, of going to 60° south. I never would myself exceed 57° 30′, to give the Isle of Diego Ramieres a good birth, or, if winds and weather would permit, make it, for a fresh departure; had I not taken one at Cape Saint John, Staten Land, or the east end of Falkland Isles. Staten Land is well situated as a place of rendezvous both for men of war and merchant ships; while the harbours on the north and south sides, which are divided by a small neck, would answer the purpose of ships bound out, or home. But the north side offers the best place for an establishment, if it should ever be in the view of our government to form one there †.

The Buccaneers assert, and Lord Anson confirms their opinion, that at the time he was cruising for the Galleon, there was no reason to apprehend danger on the coast of Mexico, from the middle of October until May; but Captain Colnett declares, that the beginning or middle of January is full early to expect good weather. To the southward of Cape Corientes, and to the northward of Cape St. Lucas, the lightning, thunder, and heavy rains, had not subsided at the beginning of November. The Spaniards themselves never leave the port of St. Blas for Açapulco, till the latter end of November, when the north winds set in, and blow steadily.

On the winter of February 1794, the Rattler came to anchor in the Gulph of Panama, and moored in the bay of Port de Dames, in nineteen fathoms, before the Island of Quibo. Latitude by observation 7° 27′, and longitude 82° 10′. They continued in the same anchorage until the 17th.

* To the owner of this ship I was first introduced by one of the most eminent merchants of the city of London.

† If the navigation round Cape Horn should ever become common, such a place we must possess; and agreeable to the last convention with Spain, we are entitled to keep possession of it, and apply it to any purpose of peace or war. Great advantages might arise from such a settlement, from whence the black whale fisheries might be carried on to the South Pole, in the opinion of all the North Greenland fishermen, with whom, I have conversed on the subject. Besides, it is one of the easiest land-falls a sailor can make. In order to render this place a defensible, and protecting settlement, many experienced men, lieutenants, in his Majesty's navy, might be found, at very little extra expence to government, to live in a situation, which would be far preferable to many stations in Norway, that I have seen. The officer placed there, should be invested with full powers to regulate all fishers, fishing in those parts, or navigating round Cape Horn, that stop at the port.

Quibo is the most commodious place for cruisers, of any I had seen in these seas; as all parts of it furnish plenty of wood and water. The rivulet from whence we collected our stock, was about twelve feet in breadth, and we might have got timber for any purpose for which it could have been wanted. There are trees of the cedar kind a sufficient size to form masts for a ship of the first rate, and of the quality which the Spaniards in their dock yards use for every purpose of ship building, making masts, &c. A vessel may lay so near the shore as to haul off its water; but the time of anchoring must be considered, as the flats run off a long way, and it is possible to be deceived in the distance. The high water, by my calculation is at half past three o'clock; at full and change the flood comes from the North and returns the same way, flowing seven hours and ebbing five; and the perpendicular rise of the tide two fathoms. I found several betel nuts which appeared to have been washed on the shore by the tide; but I did not see any of the plants that bear them, growing on the shore, though several of my people, after we had left the place, mentioned their having seen many of them.

It would not be adviseable for men of war and armed vessels, acting upon the defensive or offensive, to anchor far in, as the wind throughout the day, blows fresh from the eastward, and right on shore, so that an enemy would have a very great advantage over ships in such a a situation. There is good anchorage throughout the bay; at five or six miles distance, thirty-three and thirty-five fathom, with a mud bottom, and firm holding ground.

The most commanding look out is the top of Quicara, we saw it over Quibo (which is low and flat) while we lay at anchor; and is, I presume, the remarkable mountain which Lord Anson mistook for part of Quibo as mentioned in his voyage. Indeed, a good look out on the top of this island may be necessary for many obvious reasons, as it commands the whole coast and bay. We intended going to sea the seventeenth at day-light, but the difficulty we had in purchasing the anchor from the good quality of the bottom, delayed us until the sea breeze set in, so that we could not sail till the eighteenth. We saw while here one sail, and she was steering to the south, between Quibo and the main. On leaving Quibo, we cruised between the Isle Quicara, and Cape Mariatto, till the last day of February; during which time, we killed seven whales; six of which we got alongside, and lost one by breaking a drift in the night. We afterwards saw another, but it was so blasted as to be of no use. As the sun now drew near the equator, and long calms were to be expected, it became necessary for us to reach the Galipagos Isles before they commenced; where we proposed, (as the whaling business had failed,) to procure salt, for the purpose of salting seal-skins at the Islands of Saint Felix, and Saint Ambrose, in latitude 26° 15′ south.

The different Navigators of these seas have given such various accounts of the passage from hence to the Galipagos, that it became a matter of some perplexity, to determine which route to be preferred. While we were cruising between the south end of Quibo and Cape Mariatto, the winds were light and mostly southerly. They sometimes blew a strong gale through the night, but generally a stiff breeze from north by east, to north by west: but in the day we had pleasant weather. As I could depend on the sailing of the Rattler, I determined on my route the first of March, and steered away to the southward in a direct line for the isles.

Captain Colnett was of opinion that the tar he had on board, was of a bad quality, and destroyed not only his copper but the iron:—the copper, wherever it was paid with it, became as thin as paper, and the copper headed nails, as well as those of iron had received considerable injury.

As they sailed up the coast of Chili and Peru, (June 30, 1794) from the latitude 38° south, they never had occasion to reef from the strength of the wind; while the barometer, from that latitude, stood mostly at 29·9, and the Thermometer at 60, rising gradually till in the latitude of 1° 30′ south, until it reached 72; but in the evening, it was generally below summer heat in England.—The currents on this coast are very irregular. Captain Colnett tried them several times, and found that they set as often one way as the other, and generally from half a mile, to two miles an hour: the Set may at all times be discovered by observing the direction of large beds of small blubber, with which this coast abounds. Soundings were tried for in many parts, at the distance of five and six leagues, from the shore; but they could not obtain any bottom with one hundred and fifty fathoms of line.—In their passage down the coast of Chili, (July) they had south east, and easterly winds, with variable, but in general pleasant weather, accompanied with occasional showers. In latitude 33° south, the wind souther'd on them, and the next day veered to the west, and continued mostly between the west and north until they got into 47° south. It would sometimes blow, for a few hours, between the west and south west, but never continued. In the latitudes of 48° and 49° the winds were light for forty-eight hours in the south east quarter, with a strong southerly current.

On the first of August 1794, they doubled Cape Horn, at the distance of 15 leagues, amid frequent showers of rain, snow, and hail. At ten in the morning of the second of September, they anchored in James Bay, Saint Helena, and sailed thence on the thirteenth.—On the eleventh of October, the head of the mizen mast was gone; and on the 15th, in a squall, the head of the main-mast sprung. When

approaching the Western Isles they housed the boats, knocked down the try works, and fresh painted the ship, in order to assume as much as possible the appearance of a man of war. They made the Eddystone, November 1, and reaching Portland in the course of the night, stood off, and on, for day-light, when they ran up and anchored in Cowes Road, Isle of Wight.—This voyage occupied twenty-two months; the only port they touched at in going out was Rio Janeiro, and Saint Helena on their return. Excepting the loss of one man by an unforeseen accident, the whole of the crew, consisting only of 25 men and boys, were preserved during this long, fatiguing, and perilous voyage.

Naval Poetry.

Nor let the sons of letter'd pride despise
Germs, whence the vig'rous shoots of valour rise;
So Attic freedom own'd Harmodius' strain,
So rous'd Tyrtæus' song the Spartan train. PYE'S NAVER.

AN ADDRESS TO BRITAIN.

AS the bright Sun, at his meridian height,
Veils from our view, the Moon's reflected light;
As his refulgent lustre doth outvie,
The glitt'ring trains of Stars that fill the sky
So doth thy glory, Britain! far outshine
Whate'er we read in all historic line
Of mighty nations, e'en Imperial Rome,
Once the world's mistress, and of arts the home.
Thy well earn'd laurel to the world imparts
Joys, like to those, which cheer thy People's hearts.
What breast with extacy that did not glow,
When Nelson bravely beat the Gallic Foe?
At that important, ever glorious hour,
Ne'er fading wreaths adorn'd thy Naval Pow'r;
To whose thick shade, thy heroes daily bring
Fresh branches—forming an eternal spring.
Unlike to ancient Rome, thy view's to save
From dire Oppression—not with chains t'enslave
Thy vanquish'd Foe: but more unlike to thee,
Proud impious France, is Britain, just, as free!
She does not *freedom* to the world proclaim,
Whilst *spoil* and *conquest* are her *only aim*.
She does not *'gainst the states* of her *allies*,
By stealth exhort their *subjects to arise*.

But stay, my Muse! cease longer to pourtray
A diff'rence obvious as the solar ray.
O sea-girt Isle! when foes approach thy land,
Firm and undaunted, thou, alone, can'st stand;
Sure that thy sons, too well their blessings know,
Tamely to yield them up to any foe;
And that th' attempt is vain to make them slaves,
Whilst they can sing "Britannia rules the Waves";
Or, whilst in union joined, as in one band,
Thy people arm, to save their native land.
In peace or war, what nation so renown'd
For arts, for arms, and commerce can be found;
Whose various traffic spreads such num'rous sails,
And 'mongst whose merchants, justice more prevails;
Whose laws, like thine, with equal rigour bind
The prince, the noble, and his meanest hind.
To latest ages may thy fame descend;
May ev'ry year, thy happiness extend:
And but with Nature's wreck thy countless blessings end!

AMATOR PATRIÆ.

5th October, 1799.

THE RIME OF THE ANCYENT MARYNERE.

LYRICAL BALLADS. PART IV.

(Concluded from Page 330.)

I FEAR thee, ancyent marinere!
I fear thy skinny hand;
And thou art long, and lank, and brown,
As is the ribb'd Sea-sand.

"I fear thee, and thy glittering eye,
And thy skinny hand so brown"—
Fear not, fear not, thou wedding guest!
This body dropt not down.

Alone, alone, all all alone,
Alone on the wide wide Sea:
And Christ would take no pity on
My soul in agony.

The many men so beautiful,
And they all dead did lie!
And a million million slimy things
Liv'd on—and so did I.

I look'd upon the rotting Sea,
And drew my eyes away;
I look'd upon the eldritch deck,
And there the Dead Men lay!

I look'd to Heaven, and try'd to pray;
But or ever a pray'r had gusht,
A wicked whisper came and made
My heart as dry as dust.

I clos'd my lids and kept them close,
Till the balls like pulses beat,
For the Sky, and the Sea, and the Sea, and the Sky,
Lay like a load on my weary eye,
And the Dead were at my feet.

The cold sweat melted from their limbs,
Ne rot, ne reck did they;
The Look with which they look'd on me,
Had never pass'd away.

An Orphan's curse would drag to Hell
A Spirit from on high:
But O! more horrible than that
Is the Curse in a dead man's eye!
Seven days, seven nights, I saw that Curse,
And yet I could not die.

The moving Moon went up the Sky
And no where did abide:
Softly she was going up
And a star or two beside.

Her beams bemock'd the sultry main,
Like morning frosts yspread;
But where the Ship's huge shadow lay,
The charmed water burnt alway
A still and awful red.

Beyond the shadow of the Ship
I watch'd the water-snakes:
They mov'd in tracks of shining white;
And when they rear'd, the elfish light
Fell off in hoary flakes.

Within the shadow of the Ship
I watch'd their rich attire:
Blue, glossy green, and velvet black,
They coil'd and swam; and every track
Was a flash of golden fire.

O happy living things! no tongue
Their beauty might declare:
A spring of love gush'd from my heart,
And I bless'd them unaware!
Sure my kind Saint took pity on me,
And I bless'd them unaware.

The self-same moment I could pray;
And from my neck so free
The albatross fell off, and sank
Like lead into the Sea.

EXTRACT FROM SPENSER.

STORM.

LIKE to a storm that hovers under skie
Long here and there, and round about doth flie,
At length breaks down in raine, and haile, and sleet,
First from one coast, till nought thereof be dry;
And then another, till that likewise fleet;
And so from side to side, till all the world be weet.

SHIP.

AS when a ship that flies fair under saile,
And hidden rock escap'd hath unawares,
That lay in wait her wrack for to bewaile;
The Mariner yet half amazed stares
At peril past, and yet in doubt ne dares
To joy at his fool-happy oversight.

Mrs. Greville, *in her* Ode to Indifference, *has the following beautiful Allusion to* The Compass:

NOR Peace, nor Ease, that heart can know,
Which, like the Needle true,
Turns at the touch of joy or woe,
But turning, trembles too.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

IN Vol. I. p. 515, of your interesting work, is a letter giving an account of a newly invented Compass, whose properties are said to be such as to supersede the necessity of correcting magnetic variation; as it will invariably point to the Poles in all latitudes. It is called the Polar Compass, and invented by Mr. John Edwards, of Bristol.

To encourage genius, and to make it known, is the pleasing duty of an editor; it is no less a duty to correct error, and prevent its effects.

To ascertain the merits of this New Compass, and to prove how far it might be depended upon, Mr. Editor, I have inclosed you some observations made on a voyage to the West Indies and back again; from which it may be presumed that the magnetic power, or wire, is so placed beneath the card as to allow two points and a quarter westerly variation in the Channel; and consequently differing very much from the Compass now in common use. I heartily wish Mr. Edwards success in his experiments: his endeavours are laudable, but the MARINER'S COMPASS is a serious thing to tamper with.

Supposing it certain that this Compass was truly polar, it would not only be useless but dangerous for a time in the Channel, as almost all our coasting masters and pilots act from practice, not theory: their great skill and seamanship are acquired in a school of hardship and labour, they know to an hair the course and distance from any one given port or headland to another, with the soundings, set of tides, &c. but the magnetic variation is what they do not concern themselves with, and many know not what it means: give them a polar compass, and you ruin them. These considerations have induced me to give you my thoughts freely, in order that this Compass may be used with care and caution; if it succeeds, as is to be wished, the inventor will reap honour and profit from it, if otherwise, these hints may prevent dreadful calamities. I am, Mr. Editor,

Your constant reader,

A SEAMAN.

OBSERVATIONS.

In Cork Harbour, from December 11, 1798, to January 4, 1799, Edwards's Compass, differing from the common 25° 35′ being the exact variation westerly per amplitude. It continued without variation from the others until in latitude 45° 24′ longitude 11° 45′ when the difference was 22° 30′, exactly what was proved at the time by amplitude.

January 22, lat.	34°	43′	long.	15°	52′	var. per ampl.	20°	00′ West.
25 —	33.	22.	——	15.	52.	—	19° 0	ditto.
28 —	28.	38.	——	20.	17.	—	19. 40	ditto.
Feb. 2* —	25.	30.	——	24.	17.	—	17. 5.	Nearly with Edw.
4 —	23.	45.	——	27.	18.	—	16. 30.	
A tornado. heavy gale at west. 9 —	19.	55.	——	35.	58.	—	10. 15.	Ed. wrong 2. 45.
11 —	18.	41.	——	35	58.	—	8. 50.	4. 43.
16 —	15.	55.	——	45.	8.	—	0 0.	17. 00.
18 —	14.	57.	——	49.	35.	No variation.		20.
20 —	13.	43.	——	54.	00.	ditto.		23. 10.
Saw Barbadoes 22 —	13.	6.	——	59.	20.	ditto.		24.

* Its being correct to this latitude proves that Lord Nelson, Lieutenant Carpenter, and Captain Richards, had not sailed far enough to the southward to find any error. Captain Cotton's opinion is favourable, but he might have written home on his passage. Captain Williams is also for it, but as an accident happened to it, it had scarcely a thorough trial.

N. B. The same care and attention was paid to compare the Compass by amplitude taken on the passage home, with the same varieties, until arriving in the Channel, when it settled exactly as at setting out, pointing due north, and differing from the common compass 25° 30′.

MR. EDITOR,

I HAVE lately seen the prospectus of an Improvement projected in Naval Architecture and Rigging, which ought to be noticed in your work.

There is a model*, now in London, made by the person who first suggested the idea, of rigging a vessel with five masts; for the service of either the Post-Office, or India-House, when expedition is particularly required. The inventor is Richard Hall Gower, Esq. who has been many years in the service of the Honourable East India Company. The object of the present Invention is to sail faster with a side wind, and closer to the wind, than vessels of the present construction can perform. The Hull is calculated to admit her principal capacity to rest nearer the surface of the water; so that in her progress, she may remove a volume of water more superficial, than vessels of her tonnage of the present day: for the reason that water nearer the surface is more readily removed than deeper water. The sails are contrived to form a flatter surface, than sails at present do; and to make the fore-and-aft sails stand at the same angle with the wind, both below and aloft, which cannot be done in the present fore-and-aft vessels.—For instance—to make the head of a Cutter's main-sail stand upon a wind, it is necessary to haul the boom in, almost fore-and-aft; thus, in effect, by making the head of the sail serviceable, the foot is rendered almost useless. The sails too stand with that uniformity, and openness of situation, as not to take from each others power; which is repeatedly

* It has lately been moved to Chichester: and the Inventor has met with so much encouragement, that he intends soon to construct a vessel on these principles.

done in a ship by the lapping of stay-sail over stay-sail, and square-sail over square-sail; each destroying the effect of the other by back and eddy winds.—Again, the placing the sails upon a greater number of masts, not only admits the advantage of small and commodious fore-and-aft sails, which can be gybed with safety, and be managed by a few hands; but as it produces more weather leeches, the united effort of the sails to accelerate the vessel, will be much augmented: for the weather leech of every sail is struck by the wind with more force than the lee leech; of course, if the same quantity of canvass be set obliquely to the wind, in detached pieces, their united efforts will be greater, than the same quantity of canvass in one piece, set to the same position.—Another advantage is easy and quick manœuvring.

To *Stay*—merely put the helm down, and brace round the head yards at the proper time, as is now done in a ship, which is the whole duty to be performed, as the after sails of themselves will swing over to their proper angle, for the other tack.—To *Veer*, let fly the sheets of the three after masts; then proceed with the head sails, as we now do in a ship, gathering in the after sheets as the wind gets round upon the opposite quarter. Should it blow fresh, it will be proper in veering to brail up the three after top sails, and to take in the mizen and quarter courses. "*Laying to* is performed by bracing aback the head sails, and hauling in flat the after sheets; and at all times, the proper balance of helm may be produced by taking in one or other of the after sails."

A third advantage is the great safety, arising from the ease with which Sail may be reduced. "In a sudden Squall, the merely letting fly the mast sheets of the fore-and-aft sails, is an instant relief to all the after masts; the head sails only requiring particular labour, and attention. The topmasts, even at sea, are readily struck, without impediment to the working of the course sails; which sails, when the vessel is thus made snug, may be carried in very hard blowing weather, to the probable advantage of throwing her off a lee shore. As the masts do not depend upon each other, nor upon the bowsprit for their support, *one mast may fall, without endangering or destroying the effect of the rest.* The decks, apartments, &c. are calculated for a packet of 250 tons burthen, capable of facing all seas and weather with comfort to the crew. The fore cabin is for the people, which in the very worst of weathers, will have both air and light from the windows that open to the main deck: here they will be separated from the stores, and cargo, in a dry airy cabin; which will preserve their health, and keep their conduct under the eye of the officer of the deck. The after cabin is appropriated to the captain, officers and passengers; and in very bad weather, when it may be necessary to put the dead-

lights into the stern windows, it will have both air and light from the main deck.—The capstern being forward admits of much snugness about the anchor geer, and much quicker heaving up than a windlass. In heavy heaving, it may be necessary to support the upper part of the capstern spindle, which is done by an *iron bar* from the *after bits* to the centre of the drum head."

A vessel contrived upon the plan of the model shewn in London, is not only calculated for the packet service, but, if pierced for guns, the Revenue service also; and, indeed, every employment requiring celerity of sailing.—The Prospectus concludes as follows: "The author of the invention Mr. RICHARD HALL GOWER, has been long in the Naval service of the *Honourable the East India Company*. He has not solicited their employment for a considerable time, that he might have leisure to complete his model; and did his fortune permit him, with prudence to himself, to build a vessel on the plan proposed, he would cheerfully put it to the test of absolute experiment."

He hopes however to receive assistance from his Country, in some form or other, either from the Government, the East India Company, a Society of gentlemen, or some patriotic individual; who may be willing to promote a scheme, seemingly fraught with benefit to Naval Architecture, and Rigging.

Trusting that you will consider the above as worthy of a place in the Naval Chronicle.

I remain your Friend,

H. * * * *

NEW COMPASS, REMARKS ON.

"WE are informed that Mr. Edwards is confident of bringing his improved Compass to that perfection which was his original aim. It is our duty to encourage and make known the discoveries, and the improvements of genius.—Our Chronicle is open unto all! but The Mariners Compass is an object of too much importance to be trifled with; and we shall carefully watch every attempt to introduce innovation on this head. The endeavours of Mr. Edwards deserve praise, but they should be thoroughly proved by various experiments, before they are implicitly received: and his opinions should be published with caution. The inventor, as well as the public at large, must be obliged by the candid remarks of our Correspondent, who appears to be an impartial and accurate observer; whose aim is the general good of The Service: and who wishes that all due praise and encouragement may follow the inventor—*when his plan is matured, and perfected.*

SIR CHARLES DOUGLAS'S
ACCOUNT OF THE ACTION
ON THE 12TH OF APRIL 1782.

FIRST CAPTAIN OF THE FORMIDABLE ON THAT DAY.

Formidable, off Monserrat, 14th April 1782.

DEAR SIR,

IN consequence of Sir George Rodney's desire, and my own inclination, I haste to give you a short account of the glorious and conclusive victory of yesterday, obtained by his Majesty's Fleet over that of France, and of some previous steps and occurrences belonging to it.

On Monday, 8th April, at eight A. M. being in the Bay of Gros Islet, in the Island of St. Lucia, refitting and watering with unremitting assiduity, but in momentary readiness for sailing, the signal was repeated by the Alert in the offing, from the ships watching the motions of the enemy, that the French Fleet in great force, and numerous in transports, was coming out of Fort Royal Bay. Sir George Rodney instantly weighed, and we soon got sight of twelve or fourteen of the sternmost ships from the mast head, standing to the northward, under the lee of Martinico, which from their rate of sailing must have been ships of war: we followed them all night, under as much canvass as we could in prudence carry, the wind blowing very fresh at N. E. and E. At two A. M. of the 9th, the St. Alban's hailed us, and told us that the enemy's fleet was distinctly seen from the Valiant, off the north end of Dominica, she being to windward of the Formidable. We had just got sight of them ourselves, being apprized of their proximity from the frequent night signals they had made. At three we brought to by signal, the Saints bearing N. half W. and Dominica N. by E. half E. five or six leagues; the French fleet bearing from N. by E. to N. At half past five, A. M. made the signal to prepare for battle, and form the line a-head, at two cables length asunder, as also for the fleet to fill and stand on. Sir Samuel Hood, with the van division, having a fine breeze, and a glorious prospect, was at this time making sail a-head to his station. At forty or fifty minutes after nine, the French fired upon the Alfred, which she returned, and the signal for battle was displayed.

Thus began that day's partial engagement; between his Majesty's fleet, consisting of thirty-six sail of the line, and that of France, being thirty-three or thirty-four (I speak from recollection and information since gathered, for we had not time to count them), which

robbed Great Britain of that excellent citizen, and officer, Captain Bayne, of the above-mentioned ship: I say partial engagement, as most of his Majesty's ships lay becalmed; the whole of the rear, and most of the centre division, utterly so; insomuch as never to have had it in their power to come in for any share of that fight; while the fleet of France enjoyed a commanding breeze, within the limits of which, and to windward, they kept themselves as much as possible, with scrupulous attention, and at *their much loved long commanding distance*. By this circumstance of the calm, several of the ships of Sir Samuel Hood's division had to cope with many more of the enemy than ought to have fallen to their share. We were roughly handled; the enemy, however, had nothing to boast of; but were encouraged by this success to dare, and risque, a general engagement, which they had before avoided, and which proved their ruin, on the ever sacred to fame, the 12th of April 1782. To give you some account of which glorious day's proceeding, I shall now endeavour.

After having attempted to keep to windward, and transposed, in the line of battle, the van and rear divisions, because of the damages the former had sustained, to the end that our next attack might have its full vigour, if ever the enemy should give us an opportunity; on the 11th in the morning, one of De Grasse's fleet, being of the line, was seen bearing away for Basseterre Road, where we saw another, and chased; but they got in. Soon after, two ships more of the enemy, were discovered far to windward, having also suffered damage in the affair of the 9th; for one was employed in getting up his fore-yard, and the other in getting up a main topmast. To make this Majesty master of the ships alluded to, or bring De Grasse down to leeward; and thereby draw him if possible into a general engagement, the signal was made for a general chase, and we all chased accordingly. In the afternoon the Agamemnon, and some others of our weathermost ships, gained ground so fast, that the two mutilated ones began to make signals, only three or four of the body of the French fleet being in sight from our mast head; in consequence of which signals, Monsieur De Grasse bore down *en corps*, our chasers still menacing their game, until the Count's headmost ships got very near to them; when they, as well as all the rest of the fleet, were called into close order by signal, and closed accordingly.

On the 12th, be it consigned to perpetual record in the annals of our dear, much injured, (and I hope shortly to be avenged) Country, at break of day, the enemy's fleet were discovered, broad upon our lee bow, the wind being at E. S. E. and our heads to the northward; and one of De Grasse's ships towed by a frigate, square under our lee, with his bowsprit and foremast prostrate across his forecastle. To

keep him yet farther to leeward, the Valiant, and Monarch, were sent in charge thereof, and my old acquaintance (of thirty-five years standing), the high-spirited De Grasse, edged down accordingly: Rear Admiral Drake, now to lead with the starboard tack, pushing on with his transposed division, to secure to us the weather gage, and thereby a general and decisive battle. When the French admiral had got far enough down, for this our purpose, the signal was made to call in the Valiant, and Monarch, and they took their places in the line of battle with promptitude. The signal for the line of battle a-head, and for Rear Admiral Drake to lead with his division, having been displayed some little time before; the French now also forming their line, and extending themselves on the larboard tack, to regain the weather gage; which they thought they had fully secured, because their van, from the wind having reverted to the eastward, lay up rather to windward of ours; Rear Admiral Drake stood firmly on, in close impenetrable order, the ships composing his Majesty's line of battle, being drawn up at the distance of the length of one cable from one to another. At forty minutes after seven in the morning, the leading ships of Admiral Drake's division were fired upon by the enemy; whereupon the signal for battle, and close battle, was made. The Marlborough, our leading ship, having fetched the sixth or seventh of Monsieur De Grasse's line, by the time the foremost ship of the centre division had begun to engage. The fire was heavy indeed, and well supported, our ships sliding down slowly, and closely, along the enemy's line, under their lee. In stemming towards them the Commander in chief was fired upon by the eighth or ninth of Monsieur de Grasse's line, but did not return it, the distance being too great: but began with the next, and by giving some little elevation to his guns, to good effect; still standing on in a strait line, with a full sail, and angling in upon the enemy, in order to penetrate his line of battle; which under favour of the vigorous impression Rear Admiral Drake had made, the smoke and the most dreadful fire of the Duke, our immediate second a-head, the Formidable keeping up a most insupportable and a well directed fire, was happily effected: between the second and third ship a-stern of the Ville de Paris was the point of incision. The almost silenced first, and second, having passed our thundering starboard side, almost in contact therewith, about a ship's breadth from us. The immediate effect which this penetration produced, was the bringing all together (almost if not quite in contact with each other) the four ships of the enemy, which were nearest to the point alluded to coming up in succession. This unfortunate group, *composing now one large single object to fire at*, was attacked by the Duke, the Namur,

and the Formidable, wearing round on her heel all at once, receiving several broadsides from each, not a single shot missing, and dreadful must have been the slaughter.

From this moment victory declared for the juster cause; and the Count De Grasse, who defended himself with much courage, found himself separated from all his ships, which were astern the point of incision; never to join them again. All was now a scene of disorder, and confusion throughout the enemy's fleet, from end to end. The victors stuck so close to their flying antagonists as to leave no time to rally, or repair their damages.

Refer to Lord Cranstoun for particulars.

Sir Charles Douglas died a few years since, when on his journey to Scotland.

MEANS PROPOSED FOR SAVING THE CREWS OF *VESSELS SHIPWRECKED NEAR THE COAST.*

BY A FRENCH AUTHOR.

EIGHT or nine years ago, being much struck by an account which I read of the shipwreck of twenty-four persons who perished so near the shore that their cries could be distinctly heard; an idea immediately occurred to me, of endeavouring to discover some means proper for saving the crews of shipwrecked vessels, at least under such circumstances, that is to say, at the distance of forty or fifty fathoms from the shore; for I did not then imagine that it could be done at the distance of two or three hundred, as I afterwards discovered. I perceived at first that the only means to save the crew of a vessel in such a state, would be to establish a rope of communication from the shore to the ship. After examining a number of means, both ancient and modern, I fixed on a bomb or cannon ball (a bomb I think preferable), to which should be fastened the end of the rope, extended afterwards in a zig-zag direction before the mortar or cannon, or suspended on a piece of wood raised several feet.—But as it was necessary to know if the cord would not break by the force of the explosion and the velocity of the motion, I thought it proper to consult professional men. I wrote to some officers of the artillery in garrison at La Fere, and they almost all replied that the rope would infallibly break.

Not satisfied with this answer, I happily conceived the idea of making the experiments on a small scale. I caused a piece of the barrel of a musket to be filed into the form of a small mortar of 18 lines in length internally; and having tied a packthread to a common ball of lead, I made an experiment, which perfectly succeeded, as did a great

many others which I repeated afterwards even with the strongest charges of powder. I communicated this success to these officers of artillery, who replied, that there was a great difference between a quarter of an ounce of powder and four or five pounds employed for a bomb; and, in short, that the rope would break.

Being desirous to ascertain what truth there might be in this assertion, I repaired to a large iron furnace, where I remained ten days, and where I caused a mould to be formed for a four inch mortar and a bullet of the same calibre: I had them both cast, and made an experiment with a rope three or four lines in diameter and eighteen ounces of powder, which succeeded. I then came to Paris, where, after staying eight months, I obtained an order from government to make my experiments on a grand scale even at La Fere, where I had to expect men prejudiced against the success of my attempts. When I went thither they persisted that they would not succeed. I knew, however, what I had to depend upon, as I had already made experiments. In short I repeated them, and they completely succeeded. The first day, nothing being done in a proper manner, some of the experiments failed; but things being arranged better next morning, we repeated them seven times without once failing, viz. four times with a mortar of eight inches, and three with one of twelve, augmenting each time the charge of the powder from the weakest to the strongest. The spectators having judged that this number was fully sufficient to establish the truth of the discovery, no more were made.

I shall now proceed to other means, which I have devised not only for saving the crews of vessels, but also the greater part of the cargoes when exposed to danger near the coast.

1st, It must be remembered that, in such circumstances, the only thing necessary is to get a cord of communication conveyed to the vessel in danger. It ought to be remembered also, that a vessel is never cast away or perishes on the coast, but because it is driven thither against the will of the Captain, and by the violence of the waves and the wind, which almost always blows from the sea towards the shore, without which there would be no danger to be apprehended: consequently, in these circumstances, the wind comes always from the sea, either directly or obliquely, and blows towards the shore.

A common paper kite, therefore, launched from the vessel and driven by the wind to the shore, would be sufficient to save a crew consisting of 1500 seamen, if such were the number of a ship of war. This kite would convey to the shore a strong packthread, to the end of which might be affixed a cord, to be drawn on board by means of the string of the kite; and with this cord a rope, or as many as should be necessary, might be conveyed to the ship. It may readily be conceived that I cannot here enter into any detail concerning various cir-

cumstances relating to this subject which it might be necessary to mention.

2d, A small balloon, of six or seven feet in diameter, and raised by rarified air, would be also an excellent means for the like purpose; being driven by the wind from the vessel to the shore, it would carry thither a string capable of drawing a cord with which several ropes might be afterwards conveyed to the vessel. Had not the discovery of Citizen Montgolfier produced any other benefit, it would be entitled on this account to be considered as of great importance.

3d, A sky rocket, of a large diameter, would be of equal service. It would also carry, from the vessel to the shore, a string capable of drawing a rope after it. C, Ruggieri, whom I have consulted on this subject, told me, that he made some four inches in diameter, which rose to a great height; and that, with a string attached to them, they would go to the distance of four or five hundred fathoms, which is more than would be necessary.—They may be kept in a state fit for service two years, if deposited in a dry place.

Lastly, a fourth plan for saving the crew of a shipwrecked vessel, is that of throwing from the vessel into the sea an empty cask with a cord attached to it. The wind and the waves would drive the cask to the shore, and afford the means of establishing that rope of communication already mentioned.—Each of these methods may be improved, but I cannot at present enter into any detail.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Spithead, Oct. 10.*

HAVING seen in several papers of last week, an incorrect statement of a late melancholy accident, whereby ten lives were lost, including a captain of marines, a purser, and two seamen; I beg leave to mention for the sake of all parties, that it was a boat belonging to the Resource frigate, of 32 guns, captain J. Crispo, still in the Downs, that unfortunately foundered; and not of the Raisonable, as has been erroneously and positively stated, which is a 64 gun ship, under the command of captain Boyles, and now at Spithead. It is much to be lamented, that the generality of Journalists are not sufficiently accurate and cautious in detailing events of so fatal a description; the blending of names in cases of this sort, trifling as perhaps it may appear to superficial and inconsiderate observers, is too frequently attended with the most serious and alarming consequences; it is at best sporting with the feelings of friends and relations, by exciting forlorn hope on the one side; and cruel suspence on the other; which the publication of this letter in your Chronicle, will tend, it is trusted, in a great degree, to suppress and remove.

I am Sir, your very obedient servant, T. F.

NAVAL PROCEEDINGS

IN THE

HOUSES OF LORDS AND COMMONS.

HOUSE OF LORDS.

ABOUT three o'clock on Tuesday, the 24th of *September*, his Majesty opened the sessions of Parliament, with a long, and energetic speech, in which the following compliment was paid to the late exertions of Sir SYDNEY SMITH:

"The French expedition to Egypt has continued to be productive of calamity and disgrace to our enemies, while its ultimate views against our eastern possessions have been utterly confounded. The desperate attempt which they have lately made to extricate themselves from their difficulties has been defeated by the courage of the Turkish forces, directed by the skill, and animated by the heroism of a British officer, with a small portion of my Naval Force under his command: and the overthrow of that restless and perfidious Power, who, instigated by the artifices, and deluded by the promises of the French, had entered into their ambitious and destructive projects in India, has placed the British interests in that quarter in a state of solid and permanent security."

His Majesty's sentiments were afterwards thus enlarged on in the House, by the Marquis of Buckingham:

"Yet this man, who was called the Conqueror and the Hero, was defeated and frustrated in all his attempts. He was then sitting down before an inconsiderable and ill-fortified town, which he regularly besieged with his army; and was afterwards seen to retreat, loaded with disgrace, and completely defeated by a handful of British Sailors, who on that occasion were converted into soldiers; and by the few Turks whom the presence of our small naval force, and the exertions of that able and gallant officer who commanded the expedition, inspired with a degree of courage which otherwise they never would have displayed."

ADMIRAL MITCHELL.

Oct. 2. After Lord *Grenville* had moved the thanks of the House to General ABERCROMBY, the Officers in his army, and the men serving under their command, at the

attack upon *Helder Point*; Lord SPENCER rose, and spoke as follows:—

The sentiments which have been so ably delivered by the Noble Lord who preceded me, leave no occasion for my entering into a detail of the difficulties attending this expedition. It will be sufficient to call to mind the skill and perseverance required to conduct with safety a fleet consisting of 200 transports, over a boisterous element, in the most tempestuous weather. Yet such was the service performed by Admiral Mitchell, with a degree of knowledge, activity, and perseverance, which could alone assure his success. After this, passing through a narrow sea, and avoiding the dangers of a difficult coast, he again led his squadron in order of battle along the perilous navigation of the Zuyder Zee, and it would be needless for me to retrace the glorious and beneficial result. It was true, that he had not to recapitulate any of those valiant efforts which British Seamen were always sure to make when engaged in regular action with the enemy, but the consequences were the more beneficial as the success was bloodless; and there was not the smallest reason to doubt, that if the Dutch had shewn themselves inclined for battle, another laurel would be added to the naval triumph of this country. The gallant conduct, however, and firm demeanor of the British Admiral, had given the Dutch sailors an opportunity of openly manifesting their disposition to be restored to their legitimate government, to renew that friendship and alliance which distinguished the most brilliant periods of the Dutch Republic, and mark the detestation of the cruelty, treachery, and oppression, which their country experienced under the yoke of France. I therefore move *the thanks of the House to* Admiral Mitchell, *together with the officers and seamen employed in the Expedition to* Holland, *and gaining possession of the* DUTCH NAVY, which was disposed of in the same manner as the former motion, and to be communicated by Vice Admiral Lord DUNCAN.

SIR SYDNEY SMITH.

Earl Spencer then said he had next to take notice of an exploit which had never been surpassed, and scarcely ever been equalled in the annals of history—he meant the defence of *St. Jean D'Acre*, by Sir SYDNEY SMITH. He had no occasion to impress upon their Lordships a higher sense than they already entertained of the brilliancy, utility, and distinction of an achievement, in which a general of great celebrity, and a veteran victorious army, were, after a desperate and obstinate engagement, which lasted almost without intermission for sixty days, not only repulsed, but totally defeated, by the gallantry

and heroism of this British officer, and the small number of troops under his command. He owned that it was not customary, nor did he think it had any precedent in the proceedings of Parliament, that so high an honour should be conferred on long services, which might be performed by a force so inconsiderable in point of numbers; but the splendor of such an exploit, as defeating a veteran and well appointed army, commanded by experienced generals, and which had already over-run a great part of Europe, a fine portion of Africa, and attempted also the conquest of Asia, eclipsed all former examples, and should not be subjected to the rules of ordinary usage. He, therefore, in full confidence of universal approbation, moved *the thanks of the House to Captain Sir* W. SYDNEY SMITH, *and the* British Seamen *under his command, for their gallant and successful defence of* St. Jean D'Acre *against the desperate attacks of the French Army, under the command of General* BUONAPARTE.

Lord Hood could not give a vote on the present occasion without bearing his testimony to the skill and valour of Sir SYDNEY, which had been so conspicuously and brilliantly exerted when he had the honour and benefit of having him under his command. Had that officer been at the head of a more considerable force, there was every probability that not a Frenchman would have escaped. The nation must be sensible of the importance and benefits of the late achievement; and judging from his character and conduct, he made no doubt but even this was only an earnest of his future glory whenever an opportunity presented itself.

Lord Grenville said, there never was a motion since he had a seat in that House to which he gave a more hearty concurrence and assent. The circumstance of so eminent a service having been performed with so inconsiderable a force, was with him an additional reason for affording this testimony of public gratitude, and the highest honour that the House had in its power to confer. By this gallant and unprecedented resistance, we beheld the Conqueror of Italy, the future Alexander, not only defeated and driven from the situation at which he had arrived, but also obliged to retreat in disorder and confusion, to parts where it was not likely that he would find a shelter from the pursuit of British skill and intrepidity. How glorious must the whole appear when they looked to the contrast between the victor and the vanquished. Buonaparte's progress throughout the whole of his military career, was marked with every trait of cruelty and treachery. Sir Sydney Smith, in defiance of every principle of humanity, and of all the acknowledged rules of war, had been long, with the most cool and cruel inflexibility, confined in a dungeon of the Temple, from which he was only rescued by his own address and intrepidity.

But the French, by making him an exception from the general usages of war, had only manifested their sense of his value, and how much they were afraid of him. This hero, in the progress of events, was afterwards destined to oppose the enemy in a distant quarter; and instead of indulging any sentiments of revenge or resentment against his former persecutors, indulged the natural feelings of his heart by interfering and saving the lives of a number of French prisoners. Soon after this, when victorious in an obstinate contest, where he was but indifferently supported by the discipline of the native troops, or means of defence in the fortifications of the fortress, he generously and humanely lent his protecting aid to a body of miserable and wounded Frenchmen, who implored his assistance, when the cruelty and obstinacy of their own general had devoted them to almost inevitable destruction.

The motion was then agreed to nem. dis. *together with a vote of thanks to the British Officers, Seamen, and Troops, under Sir* Sydney Smith.

HOUSE OF COMMONS,

SEPT. 16.

ADMIRAL MITCHELL AND SIR SYDNEY SMITH.

Mr. DUNDAS in moving the Thanks of the House to these officers, thus alluded to the exertions of Sir SYDNEY SMITH:—

A twelvemonth had not elapsed since this Country felt some apprehension on account of the probable destination of the French army in Egypt, an apprehension that was much allayed by the memorable and most glorious victory of Lord Nelson. The power of that army had been still much further reduced by the efforts of Sir Sydney Smith, who, with a handful of men, surprised a whole nation, who were his spectators, with the brilliancy of his triumph, contesting for sixty days with an enterprising and intrepid General at the head of his whole army. This conduct of Sir Sydney Smith was so surprising to him, he said, that he hardly knew how to speak of it; he had not recovered from the astonishment which the account of the action had thrown him into. He had looked at it over and over again, and no view he had been enabled to take of it had quite recovered him from the surprise and amazement which the account of the matter gave him. However, so it was, and the merit of Sir Sydney Smith was, now the object of consideration, to praise or esteem which too highly was quite impossible. He had heard that Sir Sydney Smith, who had his difficulties, had sometimes been lightly spoken of by some persons; whoever they were, they were inconsiderate, and they might be

left now to their inward shame, if they did not recant; be that as it might, the House, he was confident, agreed with him, that the conduct of Sir Sydney Smith for heroism and intrepidity, and active exertion, was never surpassed on any occasion. He was glad of the opportunity he had to say this. He then moved, that the Thanks of the House be given to Captain Sir William Sydney Smith, for the conspicuous skill and heroism by which, with a few seamen under his command, he animated the Turkish troops against the formidable and desperate attack of the French army under the command of General Buonaparte, &c. &c.—Passed *nem. con.*

Mr. Dundas in the same speech paid the following compliment to the skill of ADMIRAL MITCHELL;

With regard to the service which had been performed on the coast of Holland, the House knew only part of that matter; and first, with regard to the conduct of Admiral Mitchell, and of the army that landed on the coast of Holland, he had to observe, that the only information which the public could have upon that subject was, what they derived from the common channel of communication; the greater part of the real merit, and especially that of Admiral Mitchell, was unknown to the public, and, for awhile, could only be known to those who planned and conducted it, and those who performed the operation.

The Armament destined for Holland sailed from hence with very fair weather, which continued for two or three days; but early on the morning of the third day there arose a very heavy, and, for the time of the year, a very uncommon storm. In this storm this gallant Admiral had the conduct of an armament of two hundred transports of various descriptions, subject to no military dicipline from the nature of things; and in this condition that Admiral conducted the whole of this mass for ten or twelve days; he kept them together, immense as they were, and brought them in safety to their place of landing—an event that could not have taken place, but from consummate skill, unremitting perseverance, and great exertion.

THE LATE EARL HOWE.

October 3. Mr. Secretary Dundas said, that he had a motion to offer, on which he should say but a few words, as it was in its own nature calculated to excite the general attention and approbation of the House. On the death of the late respected Earl Howe, it was the general sentiment that such a man should not go out of the world without some public testimony of esteem and regard for his public services. On other occasions, when his Majesty had conferred marks of honourable distinction on those who were deserving, that House had interposed, by a peculiar grant, to prevent the nominal reward from becoming a burthen to the person so distinguished. The Noble Lord to whom

he now alluded had obtained an Earldom by his own merits, but the circumstances of his family were such as not to stand in need of any aid from the public generosity. The gratitude of the House might, however, be manifested in another way, by voting a monument, at the expence of the Nation, to the memory of a man so eminent and so meritorious. It would be some consolation to his surviving relatives to find that his deserts had not been forgotten by his country. Such attentions to the memory of the departed Great were necessary, to keep alive the ardent and burning spirit of emulation, to cherish the feelings of those who had fought and bled with this brave man, and to encourage others to persevere, in the hope of having their names transmitted in the same honourable manner to posterity. He should propose, that this monument should be erected in St. Paul's, rather than in Westminster Abbey; and he should do this for a reason which, he trusted, would meet with the approbation of the House. It was, that, on a late solemn occasion, the colours which Lord Howe had taken from the enemy on the 1st of June, 1794, had been placed in the former cathedral. He therefore moved, "*That an humble Address be presented to his Majesty, praying that he may be graciously pleased to direct that a Monument be erected in St. Paul's cathedral to the memory of the late Earl Howe, with an inscription, stating the public sense of the services rendered to the State by that great personage during a long and active life, and particularly by the important benefits derived from the brilliant victory obtained over the fleet of the French Republic on the 1st of June, 1794.*"

THE proceedings in *Holland* are of that importance, reflect such additional lustre on our Navy, and form such an epoch in the history of the present war, that we have inserted a correct Map of the Coast, illustrating what has passed, with an account of the ships taken, and the Line of Battle under Admiral MITCHELL,

HELDER POINT.

Is the name of the most northerly coast of the Peninsula of Holland, to the southward of the Texel Island; along which on the starboard, with that island on the larboard, is the channel into the Texel Road within the island. There are three channels by which ships come from seaward to this point of land; as, the Land Deep, which runs up northward along the shore; the Slank, which is between the Keyser's Flat and the South Sand; and the Spaniards Gat, between the Texel Island and the Keyser's Flat. All these unite athwart of the N. W. point of the Helder,

GRA

A MAP of the TEXEL and VL

Gazette Letters.

ADMIRALTY OFFICE, JULY 27.

Extract of a Letter from Lieutenant Bond, commanding his Majesty's Gun vessel Netley, to Evan Nepean, Esq. dated at Sea, July 9, 1799.

I beg leave to inclose copies of two letters, written by me to the Earl of St. Vincent, which you will be pleased to lay before the Lords Commissioners of the Admiralty.

MY LORD, *Netley, Oporto, May* 10, 1799.

On the 1st inst. after a short chace, we took L'Egyptienne French schooner privateer, pierced for fourteen, but carrying only eight guns, four of which she threw overboard during our pursuit. She had been eight days from Vigo, had made four neutral prizes, and had on board when taken only thirty-five men. I have the honour likewise to acquaint your Lordship, that on the same evening we recaptured an English brig from Cork to Oporto, laden with provisions, which had been taken the day before by a lugger privateer off Viana; also a galliot, laden with wine, from Oporto, one of the captures of the schooner before-mentioned.

F. G. BOND.

MY LORD, *Netley, Oporto, June* 28, 1799.

On the 10th ult. I had the honour to communicate to your Lordship the proceedings of his Majesty's schooner under my command. She sailed from Oporto on the 20th of the same month, and on the 24th instant recaptured a brig from Lisbon to that port; the following day we took possession of a schooner laden with corn, &c. and on the subsequent day retook another schooner, also with corn. These vessels were part of a Portuguese convoy from Lisbon, that had been taken by a French privateer.

Nothing else of any consequence occurred during the Netley's last cruise, if I except, my Lord, our having burnt a coasting vessel in Vigo Bay, and run on shore a brig a little to the northward.

F. G. BOND.

ADMIRALTY OFFICE, AUG. 3.

Copy of a Letter from Sir William Sidney Smith, Kat. Captain of his Majesty's Ship Tigre, to Evan Nepean, Esq. dated at Acre, the 2d of May, 1799.

SIR,

I HAVE the honour to enclose you copies of my letters to Earl St. Vincent, of the 7th of April and 2d inst. for the information of my Lords Commissioners of the Admiralty; as also a sketch of the position of the forces. The enemy have made two attempts since yesterday morning to force the two English ravelins, but were repulsed with loss. The works have now cannon mounted on them, and are nearly completed. We have thus the satisfaction of finding ourselves, on the forty-sixth day of the siege, in a better state of defence than we were the first day the enemy opened their trenches, notwithstanding the increase of the breach; which they continue to batter with effect; and the garrison, having occasionally closed with the enemy in several sorties, feel greater confidence that they shall be able to resist an assault, for which they are prepared.

I have the honour to be, &c &c.

W. SYDNEY SMITH.

MY LORD, *Tigre, St. Jean d'Acre Bay, April* 7, 1799.

I have the honour to inform your Lordship, that as soon as the return of fine weather, after the equinoctial gale allowed me to approach this unsheltered anchorage, I resumed my station in the Bay with the squadron under my orders. I found the enemy had profited, by our forced absence, to push their approaches to the counterscarp, and even into the ditch of the north east angle of the town

wall, where they were employed in mining the tower, to increase a breach they had already made in it, and which had been found impracticable when they attempted to storm on the 1st inst. The Alliance and Prize gun-boats, which had been caught in the gale, had fortunately rode it out except one; and Capt. Wilmot had been so indefatigable in mounting the Prize guns, under the direction of an able officer of engineers, Colonel Phelipeaux, that the fire therefrom had already slackened that of the enemy; still, however, much was to be apprehended from the effect of the mine, and a sortie was determined on, in which the British marines and seamen were to force their way into it, while the Turkish troops attacked the enemy's trenches on the right and left. The sally took place this morning just before day-light; the impetuosity and noise of the Turks rendered the attempt to surprise the enemy abortive, though in other respects they did their part well. Lieutenant Wright, who commanded the seamen pioneers, notwithstanding he received two shots in his right arm as he advanced, entered the mine with the pikemen, and proceeded to the bottom of it, where he verified its direction, and destroyed all that could be destroyed in its then state, by pulling down the supporters. Colonel Douglas, to whom I had given the necessary step of rank, to enable him to command the Turkish colonels, supported the seamen in this desperate service with his usual gallantry; under the increased fire of the enemy, bringing off Lieutenant Wright, who had scarcely strength left to get out of the enemy's trench, from which they were not dislodged; as also Mr. Janverin, midshipman of the Tigre, and the rest of the wounded. The action, altogether, speaks for itself, and says more than could be said by me in praise of all concerned. I feel doubly indebted to Colonel Douglas, for having preserved my gallant friend, Lieutenant Wright, whose life, I am happy to say, is not despaired of by the surgeon. We have, however, to lament the loss of a brave and tried officer, Major Oldfield, who commanded the Theseus's marines, and fell gloriously on this occasion, with two of the men under his command. Our loss in wounded is twenty-three, among which is Lieutenant Beatty of the marines, slightly. The Turks brought in above sixty heads, a greater number of muskets, and some intrenching tools, much wanted in the garrison. A further attack on the enemy's second parallel was not to be attempted without a greater number of regular troops. The return of the detachment was well covered by the Theseus's fire, Captain Miller having taken an excellent position to that effect. The result of our day's work is, that we have taught the besiegers to respect the enemy they have to deal with, so as to keep at a greater distance. The apprehensions of the garrison are quieted as to the effect of the mine, which we have besides learnt how to countermine with advantage, and more time is gained for the arrival of the reinforcements daily expected.

I have the honour to be, &c. &c.

W. SIDNEY SMITH.

Right Hon. Earl St. Vincent, Commander in Chief.

MY LORD, *Tigre, moored under the Walls of Acre, May 2, 1799.*

The enemy continue to make the most vigorous efforts to overcome our resistance in the defence of this place. The garrison has made occasional sorties, protected by our small boats on their flank with field-pieces, in which the most essential service has been performed by Lieutenant Bredie and Mr. Atkinson, of the Theseus, and Mr. Jones, master of the Tigre, who commanded them. Yesterday the enemy, after many hours heavy cannonade from thirty pieces of artillery brought from Jaffa, made a fourth attempt to mount the breach, now much widened; but were repulsed with loss. The Tigre moored on one side, and the Theseus on the other, flank the town walls; the gun boats, launches, and other rowing boats, continue to flank the enemy's trenches to their great annoyance. Nothing but desperation can induce them to make the sort of attempts they do, to mount a breach practicable only by means of scaling ladders, under such a fire as we pour in upon them; and it is impossible to see the lives even of our enemies thus sacrificed, and so much bravery misapplied, without regret. Our loss is as per list enclosed, and we have therein to lament some of the bravest and best among us. Captain Wilmot was shot on the 7th

ultimo, by a rifleman, as he was mounting a howitzer on the breach: the loss is severely felt. We have run out a ravelin on each side of the enemy's nearest approach, in which the marines of the Tiger and Theseus have worked under a heavy and incessant fire from the enemy in a way that commands the admiration and gratitude of the Turks, as it is evident the flanking fire produced from them contributed much to save the place yesterday. Colonel Phlipeaux, of the engineers, who projected and superintended the execution, has fallen a sacrifice to his zeal for this service: want of rest and exposure to the sun having given him a fever, of which he died this morning; our grief for this loss is excessive on every account. Colonel Douglas supplies his place, having hitherto carried on the work under his direction, and is indefatigable in completing it for the reception of cannon. I must not omit to mention, to the credit of the Turks, that they fetch the gabions, fascines, and those materials which the garrison does not afford, from the face of the enemy's works, setting fire to what they cannot bring away. The enemy repair in one night all the mischief we do them in the day, and continue within half pistol shot of the walls in spite of the constant fire kept up from the ramparts under the direction of Lieutenant Knight.

Return of the killed and wounded belonging to his Majesty's ships Tigre, Theseus, and Alliance, at the sortie from the town of Acre, against the French besieging that town, on the 7th of April, 1799.

Tigre.—Lieutenant Wright, Mr. Janverin, midshipman, and eleven men wounded.

Theseus.—Major Oldfield, of Marines, and 2 private marines killed; Lieut. Beatty, of Marines, Mr. James M. B. Forbes, Midshipman, (slightly), Serjeant Cavanagh, and 4 private marines, wounded.

Alliance.—One seaman and 2 marines wounded.

Total.—One Major and two private marines killed; one Lieutenant, one Lt. of marines, two Midshipmen, one Serjeant, six private marines, and twelve seamen wounded.

W. SYDNEY SMITH.

On board his Majesty's ship Tigre, off Acre, the 8th day of April, 1799.

Return of Casualties, killed and wounded, belonging to his Majesty's ships Tigre, Theseus, and Alliance, between the 8th day of April, 1799, and the 2d day of May following, employed in the defence of Acre.

Tigre.—Mr. Edward Morris, midshipman, and James Maugham, Andrew Wall, and Robert Bennet, seaman, killed; lieutenant Knight, a contusion on his breast; John Bolton, Boatswain's mate, William Hutchinson, William Pickard, James Bailey, Joseph Hudson, Joseph Vincques, and William Price, seamen, wounded.

Theseus.—John Rich, seaman, killed; John Chidlow, marine, wounded.

Alliance.—Capt. Wilmot, killed by a rifle-shot as he was mounting a howitzer on the breach.

Total.—One captain, one midshipman, and four seamen, killed; one Lieut. one boatswain's mate, six seamen, and one marine, wounded.

W. SYDNEY SMITH.

ADMIRALTY OFFICE, AUGUST 8, 1799.

Extract of a Letter from Mr. Christopher Anderson, Commander of the Bull Dog, Privateer, to Evan Nepean, Esq. dated in the River of Vianna, Portugal, the 11th of July, 1799.

I take the liberty to acquaint you that on the 7th inst. being in Vigo Bay, I took and destroyed four small coasters, having on board empty pipes from Ferrol to Vigo, and sent the crews on shore in a fishing boat. On the 9th, coming out of Marin Bay, fell in with the El Juego Spanish schooner privateer, commanded by Remao Rodrigues Trelles, of ten muskets, ten pistols, and ten sabres, manned with sixteen stout men, of the burden of about ten tons, quite new and coppered, had come from Ferrol two days before, and had not taken any thing; which vessel I brought to this place.

MONTHLY REGISTER,

OF

Naval Events.

OCTOBER 4.

ABOUT three o'clock this morning, Admiral Sir John Ord was taken into custody, at Dorant's Hotel, in Jermyn-street, on a charge of sending a challenge to Admiral Earl St. Vincent, whom he was to have met at six o'clock yesterday morning.

The cause for this proceeding arose while Earl St. Vincent commanded in the Mediterranean, and Sir John Ord was second in command under him. Upon intelligence being received of the sailing of the Toulon expedition with Buonaparte, Lord St. Vincent detached a squadron to attack him, and gave the command to Admiral Nelson, whom his Lordship knew to be an active and enterprising officer; and the result has shewn that his opinion was well founded. Whether Admiral Ord would have been equally successful is a question not to be discussed. His indignation arose on finding his junior employed on a service which, according to etiquette, should have devolved on him, as second in command. He remonstrated with Earl St. Vincent, and many letters passed between them on the subject; but the result of this correspondence being unsatisfactory to Sir John Ord, he resigned his command, and returned to England. On his arrival, he applied to the Admiralty to be allowed an opportunity of justifying his conduct; but Lord Spencer, in the most handsome and becoming terms, endeavoured to dissuade him from his purpose, at the same time assuring him, that their Lordships entertained the highest opinion of his conduct both as an officer and as a gentleman.

Sir John waited the Earl's return; and as soon as Lord St. Vincent had been in this country a sufficient time, he called him out, and the meeting was appointed for six o'clock yesterday morning.

Mr Justice Ford, however, being apprized, on the night preceding, that the meeting was actually appointed for the following morning, placed peace officers about Dorant's Hotel to arrest Sir John as he was entering: but as they did not see him, the officers were ordered to enter the house; which they did accordingly at three in the morning, making to his apartments, and producing their warrant. Sir John, who had ordered himself to be called at five o'clock in the morning, was in bed asleep. About ten o'clock, Mr. Justice Ford came and took bail; Sir John binding himself in 2000l. to keep the peace, and his two sureties in 1000l. each.

Mr. Justice Ford, after binding over Sir John, went down immediately to Brentwood, where he found the Earl at his house, in bed, and indisposed. On the nature of the visit being explained, his Lordship sent for two neighbouring gentlemen, who readily became his securities. Thus happily terminated a difference that might have proved fatal to one, if not both, of these truly meritorious officers.

Letters from Spain say, the conduct of the commander and captains of the Spanish fleet, in the engagement with Admiral Jervis, off Cape St. Vincent, having been referred to a Council of War, the Council has come to a decision, which is confirmed by his Catholic Majesty. The following is the result:—

"The Commander, Don Joseph Cordova, is deprived of all his offices, declared incapable of ever serving in any rank, and prohibited from appearing at court, or in any of the chief towns of the maritime coasts.

"The next in command, Count Moraks das Los Rios is deprived of his rank.

"The Captains, Don Gonzale Vallejo, Don Juan De Aguirre, and Don Joseph De Torres, are to suffer the same punishment; and Don Augustine Villavi-

sions, independently of degradation, is declared incapable of holding any other in future.

"Several other Captains and Officers are, by the same judgment, deprived of their offices for a limited time of six, four, and two years, according to the degree of their criminality.

"Several Captains, Lieutenants, and Ensigns, are only condemned to be reprimanded in public."

This sentence has made a strong impression at Madrid, particularly what relates to Don Joseph De Cordova, who is treated with so much severity.

We are sorry to announce the capture of the Flora, which lately sailed from Portsmouth for the Cape of Good Hope. She had a vast number of letters on board for the troops at the Cape.

An elegant sword has been made, intended as a present, from the officers who were in the engagement off the Nile, to Lord Nelson. The hilt represents a crocodile, on which is engraved the names of the ships, and their commanders, who so meritoriously distinguished themselves. It is to be conveyed to his Lordship in the Superbe.

Lieutenant Senhouse arrived at the Admiralty with dispatches from Lord Hugh Seymour, containing the joyful intelligence of the capture of the Dutch colony of Surinam, on the continent of South America, *without firing a shot.* The news was brought to England in the Requin armed brig, which left Surinam on the 2d ult.—During the period of this eventful war, which has been marked by so many brilliant conquests, there have been few which will add more to our commercial prosperity, or to the advantage of individuals. The captors, who are comparatively small, will probably have as much spoil as any army that ever went into the field. Such have been the abundant crops of the colony of Surinam during the two last years, that there are not sufficient warehouses to contain it; and, from the critical state of the war, there has scarce been a cargo of produce exported from thence during that period. It is said, there is as much coffee, sugar, and cotton, in Surinam, as will supply all Europe for one year.—We are happy in having been able to furnish the public with particulars of the life of this meritorious officer.

We are sorry to learn, that Lord Hugh Seymour was unfortunately attacked at Surinam by the yellow fever, but great hopes were entertained of his recovery, as he had gone on board his ship, and had the best advice.

A spacious dock is to be formed at Thornbush, capable of containing fifty sail of vessels, from whence to Glasson Dock, about a mile higher up the river, will be a communication by means of a canal up to Lancaster, and five miles further, where the principal docks will be situated. The canal will constantly contain from eighteen to twenty feet water. Application will be made to Parliament for an act to accomplish this beneficial undertaking.

LOSS OF LA LUTINE.

Oct. 12. It is with extreme concern we relate, that intelligence was on Saturday received at the Admiralty, from Admiral Mitchell, communicating the total loss of La Lutine, of 34 guns, Captain Skynner, on the outward bank of the Fly Island Passage, on the night of the ninth instant, in a heavy gale at N. N. W. La Lutine had, on the same morning, sailed from Yarmouth Roads with several passengers, and an immense quantity of treasure, for the Texel; but a strong lee tide rendered every effort of Captain Skynner to avoid the threatened danger unavailable, and it was alike impossible, during the night, to receive any assistance either from the Arrow, Captain Portlock, which was in company, or the shore, from whence several schoots were in readiness to go to her. When the dawn broke, La Lutine was in vain looked for: she had gone to pieces, and all on board unfortunately perished, except two men, who were picked up, and one of whom has since died from the fatigue he had encountered. The survivor is Mr. Schalbrack, a notary public.

In the annals of our naval history, there has scarcely ever happened a loss attended with so much calamity, both of a public as well as private nature. We learn, from good authority, that there was *Six Hundred Thousand Pounds sterling* in specie on board the Lutine, which had been shipped by individual merchants in this country for the relief of different commercial houses in Hamburgh. There were also several merchants on board.

A most beautiful Arabian horse, richly caparisoned, was brought from Portsmouth last night, conveyed to England in the Charon frigate, as a present from Sir Sydney Smith to Earl Spencer. The saddle cloths are of crimson satin, embroidered with gold and silver, and trimmed with gold fringe; the stirrups and the bits of the bridle are of solid gold.

The Grand Seignior, in testimony of his approbation of the service of Mr. Spuring, the English Naval Architect, in fitting out the fleet of the Capitain Pacha, and building five gun-vessels, which sailed with that officer, conferred on him (Mr. S.) a rich pelice, which he is to wear on all public occasions; and which, to add to the honour, was, by order of the sovereign, put on him by the Grand Vizier.

We understand that it is in contemplation to establish boiling-houses at St. Helena, in order to reduce into oil the blubber of the spermaceti whale: the whalers upon this fishery will, therefore, touch at the island, and leave their fish, and then proceed upon a second expedition, without the delay of coming to Europe. This plan is represented to be of a very advantageous nature to those concerned in the Southern Whale Fishery, and, according to the extent thereof, it promises to be highly productive to this country.

His Sicilian Majesty, in consequence of the services of Admiral Lord Nelson, has created him Duke of Bronti, and ceded to him a territory worth 3000*l.* sterling per annum.

Governor Brooke has seized at St. Helena a ship called the Copenhagen, as a droit of Admiralty. She is valued at no less a sum than 10^,000*l.*

The merchants of Copenhagen have now received information that the Emperor of Russia has come to a determination to prohibit all Danish and Norwegian ships from entering any of his ports; and for that purpose has issued the following proclamation:—

Extract of an Order from St. Petersburgh to Major-General and Post-Captain Burmanseligen, dated August 1799.

"Whereas in the city of Copenhagen, and throughout the whole kingdom of Denmark, clubs and societies have been formed, upon principles similar to those which have brought about the Revolution in France, and overturned the lawful monarchical power of the country; and whereas these have been permitted by the Danish Government; it is ordered by us, that all Danish ships of war, as well as merchantmen, and also all subjects of that kingdom, shall be strictly forbid to enter into any of the ports of our dominions."

The new light-house erected at Madras by the Exchange Committee, is thus described by Government:—"The light is ninety feet above the level of the sea at high water. It can be seen from the decks of the Honourable Company's ships about seventeen miles; from their mast-heads near twenty-six miles. The southern part of the Pulica Shoal bears from the light-house, N. E. half E. distant about twelve miles. To keep clear of the shoal, the light should always bear to the westward of S. W. one quarter W."

The art of ship-building has been brought to a considerable degree of perfection in India. The Scaleby Castle, of 1200 tons, built at Bombay by the Persees, or natives, is lately arrived in the river with cotton on account of the Company. The Shaik J. Cousroe, or Cyrus the Great, of 1400 tons, launched last March at Bombay, and the property of Sorabjee-muncher-jee, a merchant of great opulence at that place, and a considerable ship-owner, is likewise to come here on the same account.

PLYMOUTH REPORT,

FROM SEPTEMBER 21 TO OCTOBER 9.

Sept. 22. WIND S. W. Dreadful storm. This morning it blew an hurricane at S. E. Shifted to S. W. at seven A. M. It raged with uncommon fury, and continued the whole day. At nine A. M. a sloop from Falmouth was driven on the rocks at Teat's Hill, but got off again with some damage.—The Dasher, sloop of war, between the Island and Main, dragged near the shore, but got out another cable and anchor she rode the gale out.—A large detained Swedish ship in Catwater broke adrift and got ashore, in the fury of the gale, at four P. M. on the Bear's Head; but by cutting away her masts she lightened, and was got into deep water; a new cable and anchor got out, which saved the ship, cargo, and crew, from perishing.

23. Wind N. W. Fair. Storm abated. The wind this morning shifted round to N. and N. W. and a calm ensued.—Arrived, the Sally, Nash, from Lisbon. She sailed the 27th ult. with the Pallas, 38 guns, with eighty sail; last week, in the chops of the Channel, in a heavy gale of wind, several of the convoy were dismasted.

24. Wind S. W. Cloudy. Sailed the Clyde, 38 guns, Captain Cunningham, on a cruise.—Remain in Cawsand Bay, Mars, 74 guns, Rear Admiral Berkeley, Atlas 98, Windsor Castle 98, Warrior 74, Ruby 64, Raisonable 64, and Prince Frederick 64. In the Sound, the Spitfire, 20 guns, Captain Seymour, returned from convoying the valuable linen fleet to the Downs from Belfast.—This morning Mr. Whitford, coroner, took an inquest on a poor boy who was carrying into the dock-yard his father's dinner while the bell at the gate was ringing; the clapper flew off, struck the boy on the head, and fractured his skull in three places. Verdict, accidental death.

25. Wind S. W. Fair. Sailed, the Windsor Castle, 98 guns, and Atlas 98, for Torbay. Arrived, the Daphne, Barzen, from Barcelona; Frederick Julius, Kares, from Norway; and Prescot, Humble, from Dantzick, with timber for the yard. Nereide, 36 guns, from the Downs; and Cambrian frigate, from a cruise. Also, the Diamond, 36 guns, Beaulieu 44, and Valiant lugger, from off Brest.—Arrived, the Petronella, Brune, from Norway, with timber for the yard.—Came in, the Lottery revenue vessel, H. Frazer, master, with the Assistance smuggler, from Guernsey, with a cargo, which the Lottery gallantly cut out of Palperro Bay, in Whitsand Bay.—Arrived, the Terpsichore, 32 guns, Captain Gage, from Falmouth; and the Union transport, from Gibraltar. Left the garrison in high health and spirits.

26. Wind S. W. Fair. The Princess Royal, 98 guns, Captain Dixon, was this day paid off, and the men turned over to other ships. She goes into dock the first spring tide, being very leaky, and wanting much repair.

27. Wind S. E. Fair. Arrived, Le Voltigeur, 18 guns, Captain Shortland, with a retaken American.—Mr. Fastlake, coroner, took an inquest on a seaman killed by the blow of a boom. Verdict, accidental death.—Arrived, a small Spanish brig, with wheat, taken by the Resolution privateer, of Guernsey.—From off Brest, the Uranie 44 guns, Indefatigable 44, Nymphe 36, and Childers 14.

28. Wind N. Hard rain. Sailed, the Fowey cutter, Lieutenant Derby, with dispatches for Lord Bridport.—Arrived, the Unicorn, 32 guns, from a cruise; Le Jacque French privateer, of six guns and fourteen men, prize to the Triton, 32 guns, Captain Gore. Also, the Polly, Thompson, of Lisbon, retaken by the Sylph, 18 guns, Captain Dashwood.—Sailed, the Havick, 18 guns, to the westward; and the Dasher, 18 guns, and Daphne 24, with a convoy to the eastward.

29. Wind S. W. Rain.

30. Wind S. W. Fair. Arrived a French lugger from off Brest, bound from L'Orient to that port with shells and ammunition; the shells were mostly fixed. She is prize to Rear Admiral Sir J. B. Warren, Bart. who was left cruising in the Bay last Monday, all well, with five sail of the line and two frigates.

October 1. Wind N. E. Fair. Arrived from Torbay, to refit, the Ajax, 74 guns, and Russell, 74; also, with wines, the Ebenezar, Williams, from Guernsey. Sailed on a cruise, the Mars, 74 guns; Marlborough, 74; Warrior, 74; Ruby, 64; Raisonnable, 64; Agamemnon, 64; Diamond, 36; Indefatigable, 44; Nymph, 36: also a fleet to the Westward.

2. Wind N. E. Fair. Arrived a Swedish ketch from Stockholm with tar, for the Dock-yard. On the examination of the French prize-master of the Polly, Thompson, for Liverpool, from Lisbon, recaptured by the Sylph, 18 guns, Captain Dashwood, it came out in evidence, that the convoy of the fleet, a Portuguese frigate of 44 guns and 300 men, suffered La Bellone, French privateer, of 22 guns and 130 men, to come into the middle of the convoy; capture and man five sail, worth 10, 00l. each, and carry them off, without making any effort to retake them. The Perseverance, one of the five sail, was retaken by the Resolution privateer, of Guernsey. The French prize-master declared on oath, that the crew of La Bellone had been so weakened by manning so many prizes, she would leave the Portuguese frigate.

3. Wind S. W. Rain. Three French prisoners, which escaped from Mill-prison a few nights since, were retaken in Plym Wood by some farmers' servants, after an obstinate battle, and reconveyed to Mill-prison. Escaped from the boat of St. Isidoro prison-ship in Hamoaze nine French prisoners, and got clear off. Arrived from Waterford, with provisions, the Neptune, Payne; Rattler, Whitshorn.

4. Wind S. W. Showery. Sailed on a cruise the Fishguard, 48 guns, Capt. Martin. Passed up for Torbay from off Brest, Rear Admiral Sir J. B. Warren, Bart. with five sail of the line. Letters from L'Impetueux, 84 guns, dated from off Brest, state, that the combined fleets had top gallant yards across, sails bent, and appeared ready for sea. As soon as the wind is fair Lord Bridport proceeds with 40 sail of the line off Brest.

5. Wind S. W. Cloudy. Arrived L'Exchange French letter of marque, of 12 guns and 90 men, from Bourdeaux, with a cargo of sundries for St. Domingo, prize to the Cerberus, 32 guns, Captain Macnamara. Last night as Captain Watkins, of La Nereide, 36 guns, was crossing the Five Fields, he was attacked by two footpads and a large dog: Capt. W. drew his sabre, and cut the footpads over the arm, when they set a large mastiff at him, which Capt. W. soon killed; the fellows made off.

6. Wind S. W. Rain. Arrived the Ranger, Africa, and Minerva, Guineamen from Guernsey, for the coast of Guinea. The hands were pressed, and five entered directly. Came in from Torbay to refit, the Ville de Paris, 98 guns, and Captain 74. Also the Apollo, Paterson, from Barcelona. Sailed the Gibraltar, 84 guns, Captain Kelly, for Torbay.

7. Wind S. W. Rain. Arrived the Charlotte with wines for the Victualling Office, from Teneriffe. The Dorset Yacht to the Lord Lieutenant of Ireland, Captain S. A. Schomberg, Knt. is fitted for sea, and sails for Ireland the first fair wind.

8. Wind S. W. Blows hard. Arrived the Fanny lugger, and Constitution cutter, from a cruise. Sailed the Beaulieu, 44 guns, for Torbay. Sailed for the Downs the Childers, 18 guns, with the Lascelles East India store ship. The Fowey cutter has sent in the Two Friends, Smidt, from the Havannah, bound to Altona, supposed Spanish property. It is imagined she will be condemned.

9 Wind S. W. Cloudy. By the latest accounts from Bourdeaux it appears the following ships were ready for sea.

Bellona, 32 guns, and 300 men, has captured six prizes.

Star, 24 12-pounders, sailed the 10th ult. on a cruise; had engaged a Guernsey privateer off Guernsey.

La Funet, 18 guns; La Gironde, 18; Le Mars, 18; sailed a month since, had been unsuccessful. La Dungereux French frigate, 40 guns, 26 and 24 pounders, 300 men, ready for sea; and several other smaller vessels ready for sea.

PORTSMOUTH REPORT,

FROM SEPTEMBER 21 TO OCTOBER 24.

October 1. Arrived the Squirrel sloop from the West-Indies, with dispatches from the Commander in Chief on that station.

9. Arrived his Majesty's ship Delft, of 64 guns, Captain Redmill, with a large convoy from the Downs. His Majesty's ship Ganges, of 74 guns, Captain M'Douall, came into the harbour to be paid off. His Majesty's ship Pearl, of 32 guns, Captain Ballard, is appointed to take General Fox to Minorca, and will sail at soon as the wind permits.

10. Sailed his Majesty's ship Bonnetta, Captain Vansittart, with a convoy for Newfoundland; from thence he is to proceed to Halifax, with horses for his Royal Highness the Duke of Kent.

11. Sailed his Majesty's ship Satisfaction, Captain Decker; and Saturday the Fairy, of 18 guns, Captain Horton, on a cruise. His Majesty's ship Sans Pareil is victualling for Foreign Service, and will sail in a few days for the West Indies. Captain M'Keller set off express, with dispatches for the Admiralty, from the Mediterranean.

15. Arrived his Majesty's ships, Anson, 44 guns; Captain Durham; and Cormorant, 20 guns, Hon. Captain Boyle, from Weymouth, where they had been attending their Majesties.—Lady Charlotte Durham came in the Anson.

17. Arrived his Majesty's ship St. Fiorenzo, 40 guns, Captain Sir Harry Neale, from Weymouth; and also his Majesty's ships Fairy, 16 guns, Captain Horton, from the Downs, and Boadicea, 38 guns, Captain Keates, from a cruise on the coast of France.

18. Arrived his Majesty's ship Seahorse, 36 guns, Captain Foote, from the Mediterranean, and is put under quarantine at the Motherbank. This morning sailed his Majesty's ship La Seine, 36 guns, Captain Milne, bound with a convoy for Africa, and from thence to Martinique. Tuesday afternoon his Majesty's ship Montague, 74 guns, Captain Knight, went down to St. Helen's, and on Thursday morning sailed to join Lord Bridport's fleet in Torbay. Thursday sailed his Majesty's ship Pearl, 32 guns, Captain Ballard, with General Fox, for Minorca. Sailed his Majesty's ship Stately, 64 guns, Captain Scott; Haerlem, 68 guns, Captain Burlton; and Romulus, 36 guns, Captain Calverhouse, to Cowes, to take troops for Ireland.

Monday last, pursuant to an order from the Right Honourable the Lords Commissioners of the Admiralty, a Court Martial was held on board his Majesty's ship Gladiator, on William Moore, a seaman belonging to the Diadem, of 64 guns, Captain Dawson, for having declared that if every man was of his mind, they would drag Lieutenants Rowe and Dyer out of their cabins and murder them, and for uttering other mutinous expressions.

The charges being proved, the Prisoner was sentenced by the Court to receive 200 lashes on board of, and along-side such ships as the Commander in Chief should direct: to be mulcted of his pay, and to two years solitary confinement in the Marshalsea.

MEMBERS OF THE COURT.

Rear-Admiral Sir R. Bickerton, Bart. President.

Captain Grant,	Captain M'Douall,
—— Knight,	—— Wells,
—— Purvis,	—— Alms,
—— Pickmore,	—— Mitchell,
—— Boyle,	—— Elphinstone,
—— Barton,	—— Mullock.

M. Greetham, Esq. Judge Advocate.

Wednesday a Court Martial, composed of the same Members, was also held on board the Gladiator, on Robert Nelson, quarter-master of his Majesty's ship Diadem, for mutinous expressions.—He was acquitted.

Also William Sheard, John Moore, Henry Jones, and John Porteous, seamen of the same ship, for writing a letter, containing false charges, against Captain Dawson and the Officers of the Diadem, and other mutinous conduct. —Jones and Porteous were found guilty. The latter, being writer of the letter, was sentenced to receive one hundred lashes from ship to ship, and be imprisoned one year in solitary confinement in the Marshalsea —Jones is to have fifty lashes on board his own ship.—Sheard and Moore were acquitted.

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19. Arrived late last night, and early this morning, twelve merchant ships from Lisbon, which sailed from thence under convoy of his Majesty's ship Impregnable, of 98 guns, Captain Faulkner, and Excellent, of 74 guns, Hon. Captain Stopford; the latter of which parted company a few days since, in chace of a suspected vessel.

We are sorry to state, that owing to the badness of the weather the Impregnable, standing rather too far to the Eastward, ran ashore near the entrance of Langstone Harbour. At the time she struck it blew a violent gale of wind. All her masts are cut away. Vessels from the Dock-yard, Victualling-office, and Gun-wharf, launches, and other boats from the different men of war at Spithead, went immediately to assist in saving the stores. We feel particular pleasure in stating, that no lives are lost.

22. Sailed his Majesty's ship Resolution, of 74 guns, Captain Mitchell, for Torbay. This afternoon sailed his Majesty's ship Spy, Captain Grosvenor, with a convoy for Falmouth.

23. Thursday his Majesty's store-ship the Serapis was cleared from quarantine. She sailed from Gibraltar with the Zealous, Majestic, and Aurora men of war, and a large convoy, among which were four ships from Smyrna with foul bills of health. Came into harbour a Spanish brig, laden with wine and brandy, prize to his Majesty's ship Arethusa, which arrived the same day from Halifax, after landing in safety there the Duke of Kent.

24. Arrived the Calcutta armed transport, with 600 Dutch volunteers on board, from the Texel, and also his Majesty's ships the Andromache, of 32 guns, and Spy sloop, of 16 guns, with a large convoy from the Downs. Sailed the Snake on a cruise. Arrived the Tisiphone sloop of war, Captain Grant, from the North Sea. Newton de Starck, Esq. is superseded on account of his ill health, by Lieutenant H. Cook, in the command of his Majesty's brig Liberty, of 16 guns.

A Court Martial was held this day on board the Gladiator, on G. Kennet, Corporal of Marines, of his Majesty's ship Beaver, for desertion. The Court was composed of—

Admiral Sir R. BICKERTON, Bart. President.

Captain M'DOUALL,	Captain ALMS,
—— PURVIS,	—— WELLS,
—— PICKMORE,	—— BOYLES,
—— Sir H. NEALE,	—— ELPHINSTONE,
—— DURHAM,	—— WOOLEY, and
—— BARTON,	—— FOOTE.

M. GREETHAM, Esq. Judge Advocate.

He was found guilty, and sentenced to be mulcted of his pay, reduced to the situation of a private, and to receive one hundred and fifty lashes from ship to ship.

DOCK ARTIFICERS.—As a testimony of the approbation of the Hon. Commissioners of the Navy of the distinguished merit of the shipwrights in general of this Dock-yard, they have ordered thirty-three of the most deserving to be recommended to the Board, to be rewarded with the privilege of a servant each. The names of these eminent artificers will be given, as soon as we are favoured with the communication.

EAST-INDIA REPORT.

THE particulars respecting the capture of La Forte by La Sybille are of particular interest: — The first broadside from the Sybille killed and wounded between 50 and 60 men on board La Forte, and such was the confusion occasioned by the first impression, that when the enemy began to cannonade they fired from both sides. The French commander, a gallant veteran, 60 years of age, was killed soon after the commencement of the action, on which the First Lieutenant assumed the command, and acquitted himself with determined bravery — He exhorted his men to stand to their quarters; there was no alternative with Frenchmen but victory or death: his voice seemed to animate his crew, and while he retained the command they fought with vigour and courage. This officer fell about the middle of the action, and after his death the exertions in defence of La Forte were feeble. Finding themselves overmatched, and the steady fire of their antagonist continuing to make dreadful havoc, they endeavoured to make sail, and to prevent their capture by flight. In this attempt the masts went by the board; and being now completely disabled, most of their guns rendered unserviceable, and all their principal Officers killed or dangerously wounded, they called for quarter, after a brave and obstinate resistance of an hour and forty minutes.

The following account of the wounds received by the gallant Captain Cooke, of La Sybille, in the action with La Forte, is taken from the Bombay Gazette. —As our readers must naturally be anxious about every circumstance relating to that Officer, who has contributed so essentially to the maintenance of the national superiority, and to the security of our commerce; and as the accounts of his wound have been various, we trust that the following particulars will not be unacceptable. The ball, which appears to have been a grape shot of the largest size, passed through the fleshy part on the inside of the arm, struck the side, and went out near to the spine.—Private letters relate that Captain Cooke was wounded in both arms and the breast, as well as the ribs; and add, that an exfoliation of the several broken bones, the consequent violent pain, and the nature of the climate, occasioned a violent fever, during which Captain Cooke was 22 days delirious, and his life despaired of; but at the beginning of April hopes were entertained of his recovery.

PROMOTIONS AND APPOINTMENTS.

WHITEHALL, SEPT. 28.

The King has been pleased to grant to Captain Home Riggs Popham, of the Royal Navy, his Royal Licence and Permission to receive and bear (in his own country) the Insignia of Commander and Knight of the Sovereign Order of St. John of Jerusalem, with which he has been invested by his Imperial Majesty of all the Russias, Grand Master of the said Sovereign Order; and also to order, that his Majesty's Concession and Declaration be registered in the College of Arms.

Oct. 4. Lord Viscount Garlies was appointed to the command of the Hussar frigate, of 28 guns, launched on Tuesday last, at Woolwich.

Charles Long, Esq. is appointed one of the Directors of Greenwich Hospital in the room of John Stanley, Esq. deceased.

The Lords of the Admiralty have appointed Mr. Whedbey, Master of the Sans Pareil, to be Master attendant of the King's Yard at Chatham: an event which must give much satisfaction to all who have the Service at heart.

Admiral Massaredo has received from the Spanish Court the title of Minister Plenipotentiary respecting any naval affairs that occur between the kingdoms of France and Spain. He was introduced to the Directory on the 19th (11th Oct.) on which occasion he made a speech, which was answered by the President.

Mr. Mother, of the Royal George, is promoted to a Lieutenant, and appointed to the Cumberland.

Lieutenant H. Cooke is appointed to the Command of the Liberty brig of 16 guns, at Portsmouth, in the room of Newton de Starck, Esq. superseded on account of ill health.

PRESENTATIONS.

Sept. 25. Admiral Sir Peter Parker, who had the honour to kiss his Majesty's hand, on being appointed Admiral of the Fleet in the room of the late Earl Howe;

Admiral Harvey, on his return from the West Indies;

Oct. 16. Lord Keith, on his return from the Mediterranean;

Capt. Fabie of the Navy, by Lord Lavington.

MARRIAGES.

OCTOBER.

Lately Alexander Proctor, M. D. surgeon of his Majesty's ship St. Fiorenzo to Miss Harriet Walton, of St. Olave's, Southwark.

At Hull, Lieutenant Keenor, of his Majesty's ship Vestal, to Miss Cant, daughter of Mr. William Cant, of that town.

At Godstone, Captain John Gascoyne, of the Royal Navy, son of the late Bamber Gascoyne, and brother to the present Member for Liverpool, to Miss Charlotte De Coetlogon, youngest daughter of the Rev. C. E. De Coetlogon, Rector of Godstone, in Surry.

By special licence, Sir Thomas Maryon Wilson, Bart. to Miss Elizabeth Smith, daughter of the late Captain James Smith, of the Royal Navy.

OBITUARY.

At Guy's Cliff near Warwick, aged 17 months and an half, Master John St. Aubyn Buller, only child of Captain Buller of the Royal Navy.

Mr. John Wood, Master of a sloop, in the trade between Leeds and Hull. He was suddenly taken ill, complained of a violent pain in his head, and died in a few minutes.

On board the Surprize, of the yellow fever, Mr. W. Stiles Beddek, Midshipman.

On a visit to the Earl of Moray's, near Edinburgh, Miss Louis, sister to Captain Louis of the Royal Navy.

In Cook's-court, Serle-street, Captain Charles Prince.

Mr. James Balfour, of the Navy Office.

At Well-hall, near Eltham, Kent, John Arnold, Esq. of the Bank Buildings, Cornhill. As a mechanic, his abilities and industry will be ever remembered by his country. He was the inventor of the Expansion Balance, of the present Detached Escapement, and the first artist who ever applied the gold cylindrical spring to the balance of a time-piece. He retired from business in about three years since; but his active mind, still labouring for the completion of his favourite object, and for what he called the ultimatum of time-piece-making, has produced a chronometer far different and infinitely superior to any thing yet made public. His son, who succeeded him, we understand, is in possession of all his drawings and models.

Captain Miller of the Theseus, who has lately fallen in the Mediterranean, was brother to the learned Professor of Glasgow.

Lately at Minorca, Lieutenant Shermer of the Formidable, Capt. Thornborough—this promising young officer (while the Fleet under the command of Vice Admiral Lord Keith was lying off Minorca: in endeavouring to save the life of a young Midshipman who fell from the mizen-top-gallant yard, courageously leapt out of the Wardroom window into the sea, but in the fall was jammed between the ship and the jolly-boat, and unfortunately so stunned that he, though a very able swimmer, was totally unable to save himself. It is with the utmost regret we have to add, that neither Lieutenant Shermer or the Midshipman was ever seen afterwards. His being universally regretted by all who knew him renders his loss still more to be lamented—as his virtues both in a public and private line, his bravery and talents in his Naval Capacity, and especially his generous and humane efforts to rescue an unfortunate fellow creature from the jaws of death, cause his untimely loss to be sincerely regretted both by his country and friends.

The 12th inst. at Lymington, in the 34th year of her age, Mrs. Thompson, wife of Captain Thompson, of the Royal Navy.

MEMOIRS OF

NAVIGATION AND COMMERCE,

FROM THE EARLIEST PERIODS.

No. IV.

Continued from Page 191.

O goodly GOLDEN CHAYNE! wherewith yfere
The Vertues linked are in lovely wize;
And noble mindes of yore allyed were,
In brave poursuit of chevalrous emprize! SPENSER.

Beneficial Effects of the Maritime Sovereignty of Minos—favourable towards a general Improvement in Civil Society. Rise of the Maritime Kingdoms of Greece—Sicyon, Corinth, Argos. Naval Power, and enterprising Spirit of Agamemnon. View of the Coast of Asia Minor. Grecian Fleet sails to invade Troy. Homer's beautiful Account of the different Squadrons that composed it, with remarks. Rise of Athens. Mr. Bryant's learned Dissertation on Troy.

AFTER the death of Minos* who was styled Son of the Ocean, the maritime kingdoms of Greece became more attached to settled habitations, and more intent on the acquisition of Commercial wealth: as this disposition continued to increase, the Poor hired out their services to the Rich, and thus the regular pay, and various gradations of that marine force, which we have already described †, arose from the rude and lawless gangs of piracy ‡; the school of antient heroism and valour.

* Vid. Nav. Chron. Vol. I. p. 466.

† Vol. II. p. 176.

‡ Equal degrees of civility, and barbarism, says Mr. Mitford, have occasioned manners and sentiments nearly similar in all ages and all nations. It is not very long since robbery was held in esteem among the native Irish; and, within the memory of man, an hospitable Highland Scottish chief, (*Pennant's Account of Scotland,*) proud of his fabled descent from kings and heroes, would have boasted of his achievements in that way:—in Sicily such sentiments even yet prevail (*Brydone*), and among all the Arabian tribes, from the middle of Asia, to the end of Africa, (*Wood on Homer*) the idea of union between honour and robbery, has been transmitted unaltered through hundreds of generations.

Minos, King of Crete, as already mentioned, was the earliest sovereign who ever possessed a regular marine establishment, or who first acquired that sovereignty of the ocean, which has since proved such a source of contest among the more polished nations of the present age. Selden in his learned work entitled MARE CLAUSUM, *of the Dominion or Ownership of the Sea*, which we shall notice more fully in our next Memoir, cites Thucydides on this head, and proves that the Cretan monarch held the greatest part of the Greek Sea, as lord thereof. He also adds the following passage from the Hippol. of Seneca :—

> O magna vasti Creta Dominatrix freti,
> Cujus per omne littus innumeræ rates
> Tenuere pontum; quicquid Assyriâ tenus
> Tellure, Nereus pervium rostris secat.

These lines Mr. Selden's translator, Marchamont Nedham, thus quaintly renders into English :

> O mighty Creet, thou Mistress of the Main,
> Whose many ships have fil'd both sea, and shores;
> As farr as Nereus doth, to Ashur's land
> Plow out a passage with his stemms and oars.

Mr. Selden thus explains a passage in the Chronicle of Eusebius, which at first appears to contradict this Naval Sovereignty of Minos :—"There is an error touching this matter, in Jerom's translation of the Chronicle of Eusebius; nor is it to be passed by, unless we will carelessly neglect that which in plain terms may seem to oppose the most eminent sovereignty of the sea among the Grecians. The translation runs thus:

"Minos mare obtinuit, et Cretensibus leges dedit, ut Paradius memorat; quod Plato falsum esse convincit. *Minos possessed the sea, and gave laws to the Cretans, as Paradius recordeth; which Plato proves to be false.* The place is plainly false, adds Selden, and very much corrupted, both in the feigned name of Paradius, an author never heard of in any other place, as also in the very translation of the Greek words of Eusebius :—there Eusebius says, *Minos*

possessed the sea, and gave laws to the Cretans; *which he brought* παρα Διος *from Jupiter, out of the cave where he had retired himself for nine years.* Touching those laws received from Minos, which expired * not before Crete was subdued by Cæcilius Metellus; also concerning his cave in mount Ida, and the nine years; the matter appears very plain out of Homer, Plato, Porphyry, and others: but in the Greek of Eusebius it immediately follows ωσπερ ὁ Πλάτων ἐν τοῖς Νόμοις ἐλεγχει, which certainly here signifies that which Plato in his laws *approves* or *confirms*. For Minos his receiving of such laws is the very foundation † of Plato's books concerning laws. So little reason is there it should have been translated—*quod Plato falsum esse convincit, aut, quod Plato refellit, which Plato proves to be false, which Plato disapproves:* whereas notwithstanding, that eminent man Joseph Scaliger, using far less diligence here than was meet, or than he hath been wont to do, would have the latter to be added in that place. For howsoever according to the meaning and more common usage of the word ἐλεγχειν, it may seem rightly translated; yet the matter itself, and the other signification of the word, doth manifestly prove our transaction to be true. But we read the very same too, according to Jerom's translation, as copied out, by Marianus Scotus §, and Florentius of Worcester: save that in Florentius we read, Plato falsum esse *affirmat—Plato* affirms *to be false.*"

Every circumstance, relative to Crete, during the reign of Minos, becomes a most interesting object to the Naval Historian: the fountain of Grecian legislation and jurisprudence, the particular model of that wonderful polity, so well known to us in the state of Lacedæmon, may all be traced from the superior mind of the first sovereign ‖ of the ocean.

* Chronic. Canon. 110. in Thesauro temporum.

† Eutropius, lib. 6.

‡ Plato de Legibus, lib. 1.

§ Anno Mundi 2944.

‖ When Pythagoras visited the tomb of this naval monarch, he found on it the following inscription ΤΟΥ ΔΙΟC, *the Sepulchre of Jupiter.* The name Crete

The system of piracy that had so generally prevailed before the check it received from Minos, introduced the custom of wearing the sword, as an appendage of dress; which the Athenians were the first to discontinue. When "this old life of rapine" was gradually blended into that confidence, or ease, which the institutions of Minos were calculated to promote, the marts and emporiums of com-

is of Phœnician original, denoting skilful bowmen—the bow and arrow being the constant arms of the Cretans. It extends from W. to E. in length 270 miles; in breadth never exceeding 50 miles. It is celebrated by Homer, Virgil, and Horace, for its hundred gates. Its eastern promontory is mentioned in the Acts under the name Salmone, also called Samonium. The chief promontory on the north was Dium. The sea on the north of Crete was styled *Creticum*; on the south *Lybicum*; and on the east *Carpathium*. In the middle of the island, where it is broadest, stood Mount Ida. On the east was Mount Dicte, in a cave of which Jupiter was believed to have been nursed. Its chief cities were, 1. GNOSSUS, near Mount Ida, (now *Candia*,) with its harbour *Heracleum*, where some suppose the labyrinth to have been. 2. GORTINA, through which ran the river LETHE; and 3. on the north west point, CYDONIA, now CANEA, built by a colony from Samos.

The inferior towns, among others, were MINOA, near the port of Drepanum, on the north side of the island. PERGAMUS, built by Æneas, or Agamemnon; ARCADES; and MILETUS, the most antient city, to which St. Paul refers (2 Tim. iv. 20.) *Trophimus have I left at Miletus sick*. Probably the grain millet, mentioned in Isaiah, was first exported from this place, and thence received its name. Millar says it was originally brought from the eastern countries; whence we are still annually furnished with it. The more remote appellations of Crete were, *Aeria*, *Cbthonia*, *Idæa*, *Curete*, and *Macaris*. The Lacedæmonians, Argives, and Athenians, were the principal people who sent colonies into Crete; which they were induced to from the fertility of the soil, and great salubrity of the air. Respecting the Labyrinth and Minotaur of Crete, we at this distant period know them only from the fables in which they are enveloped: probably they had their origin from the superior size, and formation, of the ships of Minos, or from the ingenious works which Dædalus had constructed in his dock-yards. As Strabo says, *it is now impossible to unfold the meaning of their enigmas; but by exposing to light the numerous allegories which they have left us, and by examining attentively their mutual relations, and differences, genius may perhaps be able to unfold the truths which are couched under them.* This island in 1194 was subdued by the Venetians; attacked by the Turks in 1645; the siege of Candia commenced in 1646, but the city did not surrender until October 4, 1670. The capital at present seems almost a desert, and its harbour can only admit boats. It is at present the see of a Greek archbishop. The products are corn, wine, oil, wool, silk, and excellent honey. The most western point, *Cape St. John Baptista*, is about 140 leagues E. by S. from Cape Passaro in Sicily; and from the east point of the island, to the west point of Cyprus Island, is 91 leagues E. half S. Ships sailing from one to the other must keep that course exactly.

merce, previously constructed in the interior for greater security against invaders, were erected on the sea shore, or on necks of land jutting out into the sea:—thus in a rich plain on the south western point of the neck that joins Peloponnesus to northern Greece, arose the city of Corinth, early celebrated for its commercial wealth: owing to its ports, one on the Saronic, and the other on the Corinthian Gulph, it was styled both by Horace, and Ovid, *bimaris*, and became the emporium for all that passed as far as Asia on one side, and Italy, and Sicily on the other *; the passage round the Capes of Malea, and Tænarus, being so dangerous both on account of storms and pirates, that the merchants transported their goods over the isthmus. Commanding equally the Ionian, and Ægean sea, the Corinthians could easily cut off all communication from one half of Greece with the other; for which reason this city was called one of the fetters of Greece.

Prior to the foundation of Corinth †, appeared the ancient city of Ægiale or Sicyon, on the northern coast of Peloponnesus; celebrated as being the oldest town in Greece. In its flourishing state, the whole of the Peloponnesus was called, from it, SICYONIA. It was situated to the west of Corinth, at twenty, or as others (Strabo) declare, twelve

* Strabo, l. viii. p. 378.

† The ancient name of Corinth was *Ephyra*: it stood at the foot of an high hill, on which was its citadel Acrocorinthus. The artificers of Corinth, by mixing copper with a small quantity of gold, and silver, formed the brilliant metal Æs Corinthium, which was nearly proof against rust. Mr. Adams, in his excellent summary of geography, says the idea that this metal was produced at the burning of the City, when taken by the Roman consul Mummius, is false. Suidas thinks that the proverbial saying, *non cuivis homini contingit adire Corinthum* (Hor. Ep. 1. 17. 36.) was an allusion to the difficulty of reaching the harbour of Corinth. The city was about sixty stadia on each side from the sea. It was built by Sisyphus, grandfather of Ulysses, in the year of the world 2649. (A. C. 1355.) some make it Anno Mundi 2594. It received its name from Corinthus, son of Pelops, and was for some time the most illustrious of all the Greek cities. The ruins of the temple of Neptune are still seen on the Isthmus.—The citadel of Corinth was besieged and taken in 1459 by Mahomet II. Corinth with the Morea was yielded to the Republic of Venice in 1698, and by them to the Turks in 1715. It is called by the latter *Gertme*: is in lat. 38 deg. 14 min. N. and long. 23 deg. 10 min. E.

stadia from the sea, on an impregnable eminence. Its pretensions to antiquity have been disputed by Argos, said to have been founded by Inachus, who, like Minos, was styled Son of the Ocean; an appellation that, according to Mr. Mitford, might be occasioned by his coming originally from the banks of the Nile, which river bore in early times the name of the ocean. Argos therefore seems to have been an Egyptian colony.

Danaus, or Armais, having resolved to leave the court of his brother the King of Egypt, embarked (A. M. 2529) with his family and followers in search of a settlement. His skill in the principles of naval architecture and mechanics, considerable for the age in which he lived, at first induced him to attempt the establishment of a colony in the Isle of Rhodes, that hereafter was destined so greatly to increase the fame of maritime jurisprudence and renown. Failing, however, from causes which do not appear, he left the island; and having, previous to his departure, consecrated a statue to Minerva, sailed for the Peloponnesus, and landed in the territory of Gelanor, King of Argos.

Of Gelanor we know little but his misfortunes: he was the last of the nine * kings who from their founder Inachus were called INACHIDES. At the period when the Egyptian Navigator arrived, his subjects were styled Pelasgians; his dominion extended over all Greece, including Epirus and Macedonia. A kingdom that had thus increased under succeeding monarchs, beyond the limits of the Egyptian colony which Inachus had settled there, was now doomed, by a fresh invasion of adventurers from the same country, to undergo an entire revolution. The Pelasgians, grateful for the many improvements introduced by Danaus; and above all, struck with amazement, like the rude inhabitants of the South Seas, at the appearance of a ship, which was the first, of an improved † construction, that had appeared

* INACHUS, who reigned 60 years—Phoroneus, Apis, Argus, Chrysaus, Phorbas, Triopas, Stelenus, Gelanor. The descendants of Danaus were called Belides.

† Vol. I. p. 180. 464.

among them; daily withdrew their allegiance from Gelanor, already unpopular, and fixed it on one who appeared to be a being of a superior class. Thus situated, the sovereign of Argos was compelled to allow this intruder to plead, what he termed, his right to the kingdom: an assemblage of the inhabitants was formed in the fields without the city; and though at first the contest was equally maintained, the artifices of Danaus at length succeeded, and he ascended the throne of Argolis *, or Argos.—Thus the Genius of Navigation, which had poured forth its many blessings on Arabia, Egypt, Phœnicia, Palestine, and the various countries that had thence derived a source of liberty, and of knowledge; after having for a period reposed amid the fertile territories of Crete, and received such an addition of strength from the regulations and laws of Minos, took a western direction, and began to unfold its enterprising and sublime

* Argos, the favourite city of Juno, is mentioned by Herodotus as the most famous city then comprehended under the general appellation of Greece. The Ionians, appear to have been incorrectly stated as the first who made long voyages. Ionia was founded by colonies from Greece, and must have followed the Argives in their knowledge of navigation, who were governed by a prince already skilled in all the maritime experience which Egypt could afford. Argos had different surnames, as *Hippium* from its breed of horses; and *Inachium* from the river on which it stood. Its harbour was called *Nauplia*, from being filled with ships. The town was defended by the citadel *Larissa*, and another whose name is not known: it stood chiefly on a flat, and abounded in wells, which Danaus first taught the inhabitants the art of sinking. This monarch resided principally at Larissa; on the ascent was a temple of Apollo, which in the second century continued the seat of an oracle. South of the harbour was the lake Lerna, where Hercules slew the Hydra. North of Argos was Mycenæ the city of Agamemnon; near it was the strong fortress *Tiryns*, the birth-place of Hercules. At the bottom of the Argolic Gulph, Napoli, now *Golfo di Napoli*, formed by the promontories *Scyllæum*, and Malea, was the residence of Pittheus, the grandfather of Theseus, called Troezen; opposite to which lies the island Calauria, where Demosthenes ended his days by poison. West from Troezen, was the city of Epidaurus, celebrated for the Temple of Æsculapius. Argos still retains its name: above the old city effaced by the devastations of time, and war, is now an handsome mosque, shaded with solemn cypresses, and behind rises a lofty hill perfectly bare, the summit of which is crowned with a neglected castle. The Nauplia, its former harbour, now called *Napoli di Romania* extends into the Golfo di Napoli, in lat. 36 deg. 55 min. N. and long. 23 deg. 36 min. E. It is still a large harbour; the mouth is so narrow, that only one ship can enter at a time.

character on the shores of Argos. We shall, however, after a time, observe it taking a retrograde course towards the East, and beaming forth with peculiar glory* in the celebrated island of Rhodes.

Danaus the Egyptian Navigator, having thus gained the sovereignty of a most powerful and extensive state, rendered his throne durable, and his power extensive, by encouraging the arts that had raised him to his present elevation. His connection with Egypt must have induced him to support a commercial spirit; and whilst a trade with the mother country would form a nursery for his naval force; the companions of his voyage, assisted by those who occasionally arrived from the kingdom of his brother Ægyptus, must have enabled him to construct a powerful and superior fleet: such was the extent of his sway, that the inhabitants of the whole peninsula of Peloponnesus, who previous to his reign had been called Pelasgians, were now styled Danaäns†, an appellation remaining in the days of Homer.

Agamemnon, having succeeded to the throne of Argos and Mycæne, after the more immediate successors‡ of Danaus, particularly Perseus, had greatly increased both the resources and limits of their Country, took the lead among the sovereigns of Greece. His navy, which had so long been an object of national attention, was far superior to that of any other state; and gave a degree of influence, that could not be equalled, to whatever undertaking his ambition, or bravery, induced him to attempt.

* We are not unmindful of the catalogue, which Eusebius has given, of those nations who were celebrated for their dominion of the Sea; nor of other naval powers; they will be hereafter noticed. Wishing to trace the grand Outline of the Progress of Navigation and Commerce, we have endeavoured to render it as detached and clear as possible. Athens, though built in the year of the world 2467, and 1537, A. C. which is prior to the sailing of Danaus to Argos, did not greatly distinguish itself as a maritime nation, until a later period. The ships it sent under Menestheus to the Trojan war, formed only a subordinate part of the League in which Argos bore the sway.

† Mitford, vol. I. p. 30. Strabo, lib. v. p. 221, and lib. viii. p. 372.

‡ DANAUS, Lynceus, Acrisius, Perseus, Electryon, Mæstor, Sthelenus, Atreus, Thyestes, Agamemnon.

The coast of Asia Minor had been long famed for the different maritime nations to which it belonged. The Lydians, Phrygians, Ionians, and Carians, (who have been called Phœnicians, because a colony from that country settled there,) all displayed a naval character, which they sustained with considerable spirit. The western coast of Asia Minor was remarkable for the fertility of its soil, and peculiar mildness of its climate: the established governments had a greater extent of territory than those of Greece; as the wide Asiatic plains were less separated by mountains and seas. Phrygia Minor lay between the 40th and 42d degrees of north latitude: it was bounded by the Propontis on the north; by the Ægean sea on the south; by Mysia Minor on the east; and the Hellespont on the west. This country was styled Troas, Teucria, and Dardania, from kings that reigned over it; but in the reign of Priam, the name Troas chiefly prevailed. Phrygia Minor was divided into two parts; the maritime called Hellespontiaca, and the Mediterranean termed Epictetus: the former appellation was derived from the Hellespont, and extended along the coast from the town of Percote to the promontory Lectum, or Lecton, opposite to the north side of the island of Lesbos.—This part was properly called Troas, or Troia; though the Trojan kingdom extended from the river Asopus to the banks of the Caicus, including not only Troas, but also the greater, and lesser Mysia.

In the year of the world 2458, Scamander, son of Corybas, and Demodice, and father of Teucer, bringing a colony from Crete, made the first settlement of note; and on one of the many ridges that project from Mount Ida, laid the foundation of the kingdom of Troy. Ilus, son of Tros, who improved the territory to which Dardanus, as a second founder, had given the name of Dardania, moved his residence from the mountain; and chusing a rising ground within the plain beneath, built the renowned city, called from

* Mitford's History, sect. iv. vol. 1.

him Ilion; but better known by the name of Troy, which it derived from his father. On the coast were the following cities, Percote, Abydus, Arisba, Dardanum, Rhetum, Sigeum, Troy or Ilium, Larissa, Colonæ, &c.: it has generally been asserted by geographers, that the Castles of the Dardanelles were built on the ruins of Sestos, and Abydus; but the writers of the Universal History declare that such an idea is not founded on truth.

The city of Troy had twice * been taken and plundered by Grecian invaders, the last of whom were headed by Hercules, yet had regained its splendor, and been fortified in a superior manner by Laomedon, when during the reign of his son Priam it was threatened at once with the combined forces of Greece. Agamemnon, King of Argos, more from awe, than favour, induced the neighbouring princes to take a part in the expedition: the injuries which his brother Menelaus had received from a son of Priam, though they were even thus publicly regarded, could have had but little effect in collecting such an armament. The expedition of Paris was a marauding exploit, that frequently occurred amid the rude licentious † manners of the time; and most probably arose, as Herodotus imagines, in retaliation for similar

* Iliad, lib. v. ver. 640. Pindar. Olymp. viii.

† "Exploits like that of Paris," says Mr. Mitford in his excellent History, were, in the 12th century, not uncommon in Ireland. In a lower line they have been frequent there still, in our days; but in that age popular opinion was so favourable to them, that even princes gloried in such proofs of their gallantry and spirit. Dermot, King of Leinster, accordingly formed a design on Dervorghal, a celebrated beauty, wife of O'Ruark, King of Leitrim, and between force and fraud, he succeeded in carrying her off. O'Ruark resented the affront, as might be expected. He procured a confederacy of neighbouring chieftains, with the King of Connaught, the most powerful prince of Ireland, at their head. Leinster was invaded; the Princess was recovered; and after hostilities continued with various success during many years, Dermot was expelled from his kingdom. Thus far the resemblance holds with much exactness. The sequel differs: for the rape of Dervorghal, beyond comparison inferior in celebrity, had yet consequences far more important than that of Helen. The fugitive Dermot, deprived of other hope, applied to the powerful monarch of the neighbouring island, Henry the Second; and in return for assistance to restore him to his dominions, offered to hold them in vassalage of the crown of England. The English conquest of Ireland followed.

injuries committed by the Greeks. The ambitious and haughty Agamemnon had been long eager to seize the first opportunity that offered to create so powerful a league: he therefore gladly entered into his brother's quarrel; and making the wrongs of Menelaus a cloke for his designs, looked forward with anxious hope towards the plunder of the richer provinces of Asia Minor.

Before the Trojan war the Grecians had never acted in joint confederacy, nor was it, says Thucydides, until the sea had opened her free communication amongst them, that they engaged together in this expedition, which displayed a wonderful effort of naval strength. From the end of Peloponnesus to the end of Thessaly, besides other allies this powerful alliance assembled at Aulis, a sea-port of Bœotia, where contrary winds for some time detained them. The fleet consisted of 1200 * ships; the number of men employed was 102,000. After a prosperous voyage from Aulis, they made good their landing on the Trojan coast; yet not without considerable loss of blood. The Trojans after making a brave resistance, in which they trusted alone to their domestic strength, retired within their walls; and beheld their enemies encamped on the plain, that extended before their city, with an animated resolution.

The beautiful relation, which Homer in the second Iliad has introduced of the different states, who furnished their respective quotas of ships on this memorable naval expedition, will give our readers a general and interesting view of the maritime strength of Greece, and its allies. We have therefore selected some of the principal passages from Mr. Pope's translation.

After mentioning "the hardy warriors whom Bœotia bred," he adds:

> —And they whom Thebe's well-built walls enclose,
> Where Myde, Eutresis, Corone rose;

* The greatest number of men in any single ship was one hundred and twenty; which may enable us to form some correct idea of the dimensions of the vessels.

And Arne rich, with purple harvests crown'd;
And Anthedon, Bœotia's utmost bound.
Full fifty ships they send, and each conveys
Twice sixty warriors through the foaming seas.
To these succeed Aspledon's * martial train,
Who plow the spacious Orchomenian plain.
Two valiant brothers rule the undaunted throng,
Iälmen, and Ascalaphus the strong:—
Their troops in thirty sable vessels sweep
With equal oars, the hoarse-resounding deep.
The Phocians † next in forty barks repair,
Epistrophus and Schedius lead the war.
From those rich regions where Cephisus ‡ leads
His silver current through the flow'ry meads;
From Panopëa §, Chrysa the divine,
Where Anemoria's stately turrets shine,
Where Pytho ‖, Daulis, Cyparissus stood,
And fair Lilæa views the rising flood.
These rang'd in order on the floating tide,
Close, on the left, the bold Bœotians side.

The Locrian squadrons that came from Cynos, the lowly lands of the river Boagrius, and other parts of Locris, were conducted in forty vessels by Ajax ¶, son of Oïleus, the king of that country.

Eubœa** next her martial sons prepares,
And leads the brave Abantes to the wars:
Breathing revenge, in arms they take their way.
From Chalcis' walls, and strong Eretria.—

* A son of Neptune, who gave his name to a city of Bœotia.

† Their territory extended originally from the Bay of Corinth to the sea of Eubœa, and reached northwards as far as Thermopylæ; but these boundaries were afterwards contracted.

‡ Pausanias says, the Cephisus bursts out of the earth with a noise resembling the bellowing of a bull.

§ A town of Phocis, the name also of a nymph whom the Grecian sailors always invoked in storms: it should appear among the names adopted by our Navy.

‖ The antient name of the town of Delphi.

¶ This prince was surnamed the Locrian, to distinguish him from the son of Telamon. He is mentioned as one of Helen's suitors. On his return from Troy, he was lost, with his ship, in a storm.

** The largest island in the Ægean Sea after Crete, now called Negropont. The principal town was Chalcis.

Twice twenty ships transport the warlike bands,
Which bold Elphenor, fierce in arms, commands.

Before we introduce the Athenians, as led by Menestheus, some brief account of the origin of that celebrated state may be expected. Ogygis is by many considered as the first monarch of Attica; little however is known respecting the province, until Cecrops led thither a colony:—like that which founded the kingdom of Argos, under Inachus, it came from Egypt. The city* at first resembled Gibraltar in being built on a rock; about seven miles and an half in circumference. Cecropea, as it was then called, rose almost perpendicular on each side, near the junction of two streams, about three miles from the shore: during the reign of Erichthonius, or Erechtheus, who brought a second colony from Egypt, they changed its first appellation for Athenæ, the Grecian name of Minerva. In the reign of Ægeus, his son† Theseus made a memorable voyage to Crete, and delivered his country from a tribute that Minos had imposed: the event is however too much enveloped in fable, to discover the particular object which this illustrious navigator had in view.—Athens in process of time constructed three harbours: the Piræus‡, Munychiæ, and

* Built in the year of the world 2467, before Christ 1537. Now the capital of Livadia.

† Dr. Gillies says, that discontents arising against the government of Ægeus, who seemed to bear the indignity of the tribute with too much tameness, "his heroic son Theseus, with a patriotism congenial to his character, generously offered his life in the service of his country. The fame of Theseus had already reached the ears of Minos, who respected his virtues; and this respect was converted into admiration, on beholding the Athenian prince a voluntary captive. Minos treated him with the affectionate kindness of antient hospitality; gave him his daughter Ariadne in marriage, and declared the Athenians thenceforth free from a contribution equally cruel and ignominious. Theseus reaped great glory from this transaction. The vessel in which he sailed, continued to be annually sent, for more than eight centuries afterwards, to return thanks to Apollo, in his favourite island of Delos: and the fortunate voyage to Crete was celebrated by sacrifices, and other ceremonies, handed down to the latest time of the Athenian Republic."

‡ For its present state vid. Vol. II. p. 230. It was divided into three large basons.

Phalerum joined to the city by two walls called *the long walls:* the first, which became the principal harbour of the city, had three docks—Cantharus, Aphrodisium, and Zea, *from bread corn.* The nautical proverb, so congenial to the hearts of Englishmen, came from an earlier age than is commonly supposed: when the Athenians, on the approach of Xerxes, applied to the oracle at Delphi, to point out the means of defending their liberties, the answer given by the priestess was DEFEND YOURSELVES BY WOODEN WALLS! Menestheus, of the royal family who succeeded Theseus, conducted in person the Athenian squadron to Troy:

> Full fifty more from Athens stem the main,
> Led by Menestheus thro' the liquid plain,
> (Athens the fair, where great Erectheus sway'd,
> That ow'd his nurture to the blue ey'd maid;
> But from the teeming furrow took his birth,
> The mighty offspring of the foodful earth.)
> No chief like thee, Menestheus! Greece could yield,
> To marshal armies in the dusty field.—
> Nestor alone, improv'd by length of days,
> For martial conduct bore an equal praise.

Telamon, the father of Ajax, and king of the island of Salamis, on the southern coast of Attica opposite to Eleusis, originally peopled by a colony of Ionians, brought twelve ships, which joined the squadron under Menestheus. Telamon must have already attained considerable experience in nautical science for the age in which he lived; as he had previously accompanied Jason in his voyage to Colchis, and had been armour-bearer to Hercules when he invaded with so much success the territories of Laomedon.—The Commander in chief is introduced with considerable beauty:

> Next move to war the gen'rous Argive train,
> From high Troezene, and Maseta's plain,
> And fair Ægina circled by the main:
> Whom strong Tyrinthe's lofty walls surround,
> And Epidaure with viny harvests crown'd:

And where fair Asinen and Hermion show
Their cliffs above, an ample bay below.
These by the brave Euryalus were led,
Great Sthelenus, and greater Diomed,
But chief Tydides bore the sov'reign sway,
In fourscore barks they plow the watry way.
The proud Mycene arms her martial pow'rs,
Cleone, Corinth, with imperial towers,
Fair Aræthyrea, Ornia's fruitful plain,
And Ægion, and Adrastus' ancient reign;
And those who dwell along the sandy shore,
And where Pellene yields her fleecy store;
Where Helice, and Hyperesia lie,
And Gonoëssa's spires salute the sky.

The ambitious, brave, generous, and human, yet vain and haughty Agamemnon, now appears—

Great Agamemnon rules the num'rous band,
An hundred vessels in long order stand,
And crouded nations wait his dread command.
High on the deck the king of men appears,
And his refulgent arms in triumph wears;
Proud of his host, unrival'd in his reign,
In silent pomp he moves along the Main.

Agamemnon is followed by Menelaus, the husband of Helen King of Sparta, the antient name of Lacedæmon: the Sparti, according to Stephanus, were companions of Cadmus. The city was also known by the name of Lelegia, from Lelex, one of their kings; it was also styled Hecatompolis, from the hundred cities which the province of Laconia at one time contained. Sparta was built in the year of the world 2515, before Christ 1489: it was little known until the reign of Tyndareus, whose wife Leda was the mother of Castor and Pollux, and also of Clytemnestra, and Helen. The city was built at the foot of Mount Taygetus, on the west bank of the river Eurotas, which ran into the Laconic Gulph. The port of Lacædemon, *Gythium*, to the west of the mouth of the river, was a place of considerable strength. The promontory *Malea*, projecting

like the boss of a shield at the end of the gulph, is mentioned by Virgil in his fifth Æneid, as being dangerous to mariners. On the western side of the Laconic Gulph, the most southern point in Europe, stood a temple of Neptune. The walls of the city were destroyed by Philopœmen*.—To Menelaus succeeds Nestor:

> In ninety sail from Pylos' sandy coast
> Nestor the Sage conducts his chosen host:
> From Amphigenia's ever-fruitful land,
> Where Æpy high, and little Pteleon stand;
> Where beauteous Arenè her structures shows,
> And Thyron's walls Alpheus' streams enclose:
> And Dorion fam'd for Thamyris' disgrace,
> Superior once of all the tuneful race.—

After noticing those who came from Arcadia, Elis, the five islands of the Echinades near Acarnania, and other provinces—

> Ulysses follow'd thro' the watry road,
> A chief, in wisdom equal to a God.
> With those whom Cephalenia's isle enclos'd,
> Or till their fields along the coast oppos'd;
> Or where fair Ithaca o'erlooks the floods,
> Where high Neritos shakes his waving woods;
> Where Ægilipa's rugged sides are seen,
> Crocylia rocky, and Zacynthus green.
> These in twelve galleys with vermillion prores,
> Beneath his conduct sought the Phrygian shores.

The island of Crete bade adieu to glory and independence with its sovereign Minos: after his death the inhabitants of Greece, who had long envied its fertility and commodious situation, sent over colonies to the almost uninhabited plains; when it became a Grecian province, and as such contributed its quota of ships under the command of Idomeneus, and Merion:

* Before Christ 188 years. The present city is called Misitra; situated in E. long. 23. 0. N. lat. 36 55.

Next eighty barks the Cretan * king commands,
Of Gnossus, Lyctus, and Gortyna's bands,
And those who dwell where Rhytion's domes arise,
Or white Lycastus glitters to the skies,
Or where by Phæstus silver Jardan runs;
Crete's hundred cities pour forth all her sons.
These march'd, Idomeneus, beneath thy care,
And Merion, dreadful as the god of war.

Homer gives considerable interest to his relation of the squadron, that sailed from the island of Rhodes, by adding the story of Tlepolemus, one of its kings; as Mr. Wakefield observes, it is translated with an elegance, which it is scarcely possible for poetry to exceed; which no original could surpass, and which Pope only could attain:

Tlepolemus, the son of Hercules,
Led nine swift vessels thro' the foamy seas;
From Rhodes with everlasting sunshine bright,
Jalyssus, Lindus †, and Camirus white.
His captive mother fierce Alcides bore,
From Ephyr's walls, and Selle's winding shore.
—The hero, when to manly years he grew,
Alcides' uncle, old *Licymnius*, slew;
For this, constrained to quit his native place,
And shun the vengeance of th' Herculean race,
A Fleet he built, and with a num'rous train,
Of willing exiles, wander'd o'er the main;
Where many seas, and many suff'rings past,
On happy Rhodes the chief arriv'd at last:
There in three tribes divides his native band,
And rules them peaceful in a foreign land;
Encreas'd and prosper'd in their new abodes,
By mighty Jove, the sire of men and gods;
With joy they saw the growing Empire rise,
And show'rs of wealth descending from the skies.

* This division (says Mr. Wakefield in his notes on Mr. Pope's translation) concerning Idomeneus and his Cretans, is finished in the truest stile of poetry, and transcends all praise.

† One of its colonies founded Gela in Sicily. This city, which was built at the S. E. part of Rhodes, gave birth to Cleobulus, one of the seven wise men; and to Chares, and Laches, who were employed in executing the famous Colossus of Rhodes.

The Thessalian squadron of fifty ships, was led by Achilles: to whose forces succeeded the youth of Phylace, a town in Thessaly; with those of Itona famed for its fleecy breed; and the troops from Pteleon.

> The troops Methonè, or Thaumacia yields,
> Olizon's rocks, or Melibœa's * fields,
> With Philoctetes sailed, whose matchless art
> From the tough bow directs the feather'd dart.
> Sev'n were his ships; each vessel fifty row,
> Skilled in his science of the dart and bow.

Podalirius, and his brother the celebrated physician Machaon, sons of Æsculapius, had the command of the squadron furnished by the Olchalians who inhabited a country of Peloponnesus in Laconia, and by the inhabitants of Trica †, and Ithone ‡:

> Th' Œchalian race, in those high tow'rs contain'd,
> Where once Eurytus in proud triumph reign'd,
> Or where her humbler turrets Tricca rears,
> Or where Ithomè, rough with rocks, appears;
> In thirty Sail the sparkling waves divide,
> Which Podalirius, and Machaon guide.

The Ormenian, and Asterian troops were conducted by Eurypylus in forty vessels: those under Leonteus and Polypœtes, from Argissa, Elone, and the chalky cliffs of Oleosson, were also embarked in forty vessels.

> In twenty sail the bold Perrhæbians came
> From Cyphus, Guneus was the leader's name.
> With these the Enians join'd, and those who freeze
> Where cold Dodona § lifts her holy trees;

* A maritime town of Magnesia in Thessaly, at the foot of Mount Oss, famous for dying Wool. The sufferings and adventures of Philoctetes, (who by some writers is asserted to have been one of the Argonauts,) form the subject of one of the best tragedies of Sophocles.

† A town of Thessaly, where Æsculapius had a temple.

‡ A town of Phthiotis, a small province in Thessaly, also called Achaia—another town of the same name was in Messenia.

§ A town in Thessaly; or according to others, of Thesprotia in Epirus. The ship Argo was built with some of the oaks of the forest of Dodona: within the

Or where the pleasing Titaresius glides,
And into Peneus * rolls his easy Tides;
Yet o'er the silver surface pure they flow,
The sacred stream unmix'd with streams below.
Sacred, and awful! from the dark abodes
Styx pours them forth, the dreadful oath of gods!
Last under Prothous, the Magnesians stood,
Prothous the swift of old Tenthredon's blood;
Who dwell where Pelion, crown'd with piny boughs,
Obscures the glade, and nods his shaggy brows;
Or where thro' flow'ry Tempè Peneus stray'd,
(The region stretch'd beneath his mighty shade,)
In forty sable barks they stemm'd the main;
Such were the Chiefs, and such the Grecian Train.

This invasion under Agamemnon, though considerable in point of numbers, wanted those supplies, and was deficient in the provident means of support, which the general of a more improved age would have rather considered, than the useless parade of an horde of marauders, who alone depended on their hopes of plunder. During the long space of nine years, they alternately appeared in the characters of pirates and ravagers; scouring the adjacent seas, or laying waste the coasts of the Hellespont and Ægean: and to ensure a more certain source of subsistence, they detached a part of their force to cultivate that part of the Thracian Chersonese which had been abandoned by its inhabitants. Achilles, as Mr. Mitford remarks, is alone † said to have plundered twelve maritime, and eleven inland towns. Lesbos, then under the dominion of Troy, was among his conquests.

forest was a stream, and fountain of cool water, which had the power of lighting a torch, as soon as it was dipped into it. This fountain was totally dry at noon day, and was restored to its full course at midnight; from which time till the following noon it began to decrease, and at the usual hour was again deprived of its waters. This forest surrounded a celebrated oracle of Jupiter, supposed to be the most antient of any of them.

* A river of Thessaly, rising in Mount Pindus, and falling into the Thermean Gulph. Daphne, according to fable, was changed into a laurel on the banks of this river.

† Iliad, lib. ix. ver. 329.

The fate of Troy, in the tenth year of the siege, whether occasioned by stratagem, or open violence, is sufficiently known: the event, though prosperous to the enemy, by no means tended to secure the tranquillity of Greece. The long absence of the different princes from their dominions, occasioned many innovations; whilst the anarchy which ensued, arrested the progress both of naval and commercial enterprises; an admirable lesson for the restless Ambition of man: the completion of their hopes served only to extend the snares of their destruction; and shook the proudest bulwarks of Grecian power to the Centre.

The opinions of that veteran of literature, Mr. Bryant, respecting the Trojan War, however they may be cavilled at by some, or forcibly questioned by others, teem with so much erudition; with such freedom from pedantry, and such interesting originality of remark; that we should be wanting both to ourselves, and our readers who have not seen Mr. Bryant's celebrated publication, if we did not enable them to form some idea of its merit. It is styled—*A Dissertation concerning the War of Troy, and the Expedition of the Grecians, as described by Homer: shewing that no such Expedition was ever undertaken, and that no such City of Phrygia existed* *. Mr. Bryant begins by paying every respect to the excellence of Homer, and his precision; and then enters on the grounds of the war, and the antecedent armament. "Thucydides, however sagacious and a lover of truth, could not set aside the history of the Trojan War. For the glory of Greece was thereby greatly enhanced: and it afforded a powerful sanction to the religion of the country. He however produces very strong evidence, that it never took place. He says †, that before this event, there had been nothing done in common: that the natives of Greece were not yet comprised under one

* Second edition, corrected, 1799, 4to. price 7s. 6d. printed for T. Payne, Mews Gate; T. Cadell and W. Davies, &c.

† Thucyd. p. 3.

name, Hellenes;—in consequence of it there was no traffic, and little correspondence between the several districts. He might have added, that they were equally disunited for ages afterwards: and performed nothing in common, on account of the same weakness, and want of correspondence. How comes it then, that just at this crisis there should have been such unanimity, between the most distant states; and that they should all without exception join together to recover a runaway woman; with whom none but the husband was concerned? Instead of a gang of rough banditti, a set of heroes present themselves, such as the world never before saw. And an army of an hundred thousand men are collected by those states, who six or seven hundred years afterwards did not assemble above ten thousand against the Persians at Marathon. Nay, when the liberties of all the Grecian states were in the utmost danger, Leonidas was sent with scarcely seven thousand men to defend the pass at Thermopylæ.——The number of ships in the catalogue of the poet, is equally incredible: for they amount, according to Homer, to 1186. Whereas the ships at Artemisium, where was the first struggle for the liberties of Greece against the Persians, were only 271, with six or seven pentecontores, or ships of fifty oars. Soon after, at Salamis there appear to have been, with the ships of the islanders, collectively three hundred and seventy-eight, with a few open vessels of fifty oars. It is true, that the principal ships were triremes, and of a large size. But still, if we take the quota of men, those under Agamemnon will be found greatly to exceed. We are told by Herodotus *, that at the invasion of the Persians, Clinias, the son of Alcibiades, built a trireme at his own cost; and, as it is intimated, he fitted it out in an ample manner. The complement of this ship in men was two hundred. Now if we multiply the ships at Artemisium, which were 271, by 200, the amount is only 54,200; which falls very short of those

* Lib. viii. c. 17, p. 627.

who were in the fleet of Agamemnon. But the disparity will appear much more clearly, if, omitting the other provinces, we state the number of ships sent out from Corinth, and the cities of the Peloponnesus, both to Artemesium, and to Salamis, in the Persian War; and then state those which were fitted out from the same places to Troy.

Now there went

To Artemisium.		*To Salamis.*	
From Lacedæmon -	10	From Lacedæmon -	16
Sicyon - - -	12	Sicyon - - -	15
Epidaurus - -	8	Epidaurus - -	10
Troezen - -	5	Troezen - -	5
Corinth - - -	40	Corinth - -	40
		Hermione - -	3
Total	75	Total	89

If we multiply 75 by 200 it gives 15,000. And if we multiply 89 by the same, we shall have 17,800. These will be nearly the numbers of the Peloponnesians in each engagement. If we add six or seven hundred more for the pentecontores, the whole will be about 18,600, or 19,000 men. This is the greatest* number of persons from those states, in either of those memorable Sea fights. Now the ships from the same part of the world mentioned by Homer, are as follow:

Argolis - - - - -	}	80
Hermione - - - - -		
Troezen - - - - -		
Mycene - - - -	}	100
Corinth - - - - -		
Sicyon, &c. - - - -		
Lacedæmon and neighbouring towns - -		60
Pylos - - - - -		90
Arcadians - - - - -		60
Elis - - - - - -		40
Total		430

* In this estimate, I have allowed, adds Mr. Bryant, to the Grecian ships, in the Persian War, the full complement of 200 men to each. But this is probably too great a concession, and the numbers may have fallen far short of this computation.

It is to be observed that the poet, when he gives an account of the Bœotians and their neighbours, who stand first in the list, mentions, that each of their ships held 120 men. Afterwards he speaks of the ships which belonged to Philoctetes: of these the complement was only 50 men. Some of the commentators have taken these two numbers for the extremes: and suppose, that one ship with another had at a medium 85 men. If then we multiply 430, the number of Peloponnesian ships under Agamemnon, by 85 (the number of men at an average in each ship), there will be found to have been 36,550 men: whereas there were at Artemisium but 15,000; and at Salamis 18,600 or 19,000. The disparity is apparent. If then the Peloponnesians in general, at their matured state, and in the height of their power and grandeur, when they abounded with every requisite, brought together no more than has been above mentioned, how can we suppose that such numbers could have been produced in those times of misrule, and in the infancy of those states, when many of them were hardly constituted? . . . . .

Another difficulty arises from the state of their Shipping, which, one would imagine, in the space of ten years, must have been rendered useless. This is in some degree confirmed by Agamemnon, who says:

The timbers of the ships are decayed, and the rigging is quite loose.
Il. B. v. 135.

In the space of time above mentioned, the army must have been greatly diminished: and the same person is made to say, *I have lost numbers out of my army.* Il. B. v. 115. Yet there is no mention made of recruits. Indeed the contrary is intimated. And though the fleet must have been in a state of ruin, yet we read not of any repairs; much less of any supply of new vessels. On the contrary we are informed, that the ship to which Hector set fire, was the self same which brought over Protesilaus. The ships of Ulysses had been particularly employed; yet he navigated the seas

for three years in his own ship, after he had left Troas. Menelaus is said to have used his ships for near eight years after the taking of Troy. He speaks of his spoils, and of the wealth which he had obtained, and adds:

These things, after many sufferings and various wanderings, I have brought safe in my ships, and have arrived in the eighth year of my travels after my departure from Troy.—

—Homer was upon his guard in many respects; but it is difficult to render a complicated fable consistent. The Arcadians were a mediterranean people, and consequently removed from the sea; and not at all experienced in navigation. He, therefore, to obviate any objection, tells us, that the ships which they navigated were procured for them by Agamemnon. They were in number 60. (Il. B. 610.) In consequence of this we must suppose, if we allow only 85 persons to a ship, that they amounted to above 5000 in the whole. This is an incredible number for such a district. And when the poet has to supply these Arcadians with ships, he forgot to tell us who taught them to row, and to steer, and to manage the sails." After a variety of other arguments to confirm his opinion, Mr. Bryant subjoins the following corollary.

"If then the Grecians were never engaged in any war with the Trojans; and if no such city as Troy ever existed in these parts, to what does Homer allude in the long description afforded? Is the whole a mere figment, the vague offspring of his imagination; or is it at all founded in truth; and from whence was that truth derived? Strabo had a great veneration for Homer; and was born at no very great distance from the region called afterwards Troas. He also copied the opinions of Demetrius, who was a native of Scepsis, a city of note in this very region. He allows, notwithstanding his prejudices, that the poet made use of much Fiction to embellish his work: *There are instances of the poet's forging what never existed.* But at the same time he tells us in another place, that there was sufficient evidence

from collateral traditions to shew that the whole was not a fiction:—*These traditional histories are proofs of what I have maintained, that the whole of the Ilias was not a mere invention of the poet.* Homer had certainly some antient and foreign history before him, which he modelled to his own mind: and laid the chief scene of the operations in a region of Phrygia. In the performance of this work he has given a geographical account of the several states of Greece, to whose honour he transposed it, and also of the confederate cities and people, who were to be found in Phrygia, and upon the coast of Asia Minor. But the groundwork of his poem I am persuaded was foreign: and the great question to be decided is—from whence it was borrowed?" Mr. Bryant is disposed to think that Homer was of a Grecian family, which had long resided in Egypt; that this family came away either in whole, or in part, and settled in Greece: with them they brought many traditions, and histories. After illustrating this opinion, by the various and deep research, which the Author of the Antient Mythology is so much renowned for, Mr. Bryant proceeds: "Diodorus Siculus* speaks of Troja Ægyptiaca, which he describes as so called in his time—*The place called Troy, which still exists upon the river Nile.* It stood close to Litopolis, or rather Latopolis, to which it was properly a garrison. From the quarries near this place, according to Herodotus, the stones were taken for the construction of the Pyramids; which Strabo mentions as being got from Troy. This city, by its situation, was the key to Egypt eastward; and therefore the first object to be obtained by every power that invaded that country.—There had been, I imagine, in ancient times, some great war in Egypt; and a powerful contest about this particular place. This contest lasted for a long time, and probably gave birth to the original poem of Troy."

Mr. Bryant's valuable work has met with considerable opponents: it has been answered by Mr. Morritt; and its

* Lib. 1. p. 52.

merits have been discussed at large in the British Critic: very able answers have been published by Mr. Bryant to both—We shall conclude our short and imperfect view of his opinions respecting Troy, by the passage * from Dion Chrysostom, which prefaces his learned dissertation on the subject:—*You must know that Truth has in it something distasteful and unpleasing to persons of little understanding, to whom fiction and fable seem agreeable and amusing. Just, I imagine, as when people have a disorder in their eyes; who find the light hurts them when they look at it; while darkness is not at all painful, but on the contrary acceptable, by preventing all power of vision. Otherwise how could falsities have such a superior influence in opposition to existing truths, were it not from their being too acceptable to the human mind? If it be hard, as I said before to teach, it is still far more difficult to teach anew, and to erase any former impression, especially when persons have been accustomed to any figment. When they have not only been for a long time in a state of deception themselves, but their fathers also, and their grandsires, and almost all who have gone before them, have been equally deceived; for it is not easy to remove their prejudices, though conviction stares them in the face!*

A REPORT *of the Truth of the Fight about the Isles of* Azores, *the last of* August 1591 *; betwixt the* Revenge, *one of her Majesties ships commanded by Sir* Richard † Granvill, *commonly called* Grenvill, *Vice-Admiral, and an* Armada *of the* King of Spain. *Penned by the Honourable Sir* Walter Raleigh, *Knight.*

BECAUSE the rumours are diversly spred, as well in England, as in the Low Countrys, and elsewhere, of this late encounter between her Majesties ships and the Armada of Spain; and that the Spaniards according to their usuall manner, fill the world with their

* Dion Chrysost. Orat. 11. p. 151.

† This distinguished officer was Vice-Admiral of England in the reign of Queen Elizabeth; and in the year 1585, had reduced Virginia to her Majesty's allegiance, and added it to her dominions: a relation of which was printed at Frankfort in 1590. by Theodre de Bry.—Sir Richard Granvill was lineally descended from Richard III. duke of Normandy, grandson of the famous Rollo. Vid. Collins's Peerage, vol. 5. p. 78.—The family of the Sharpes of Fulham, are of this stock; and trace their pedigree from Sir Richard Granvill:—whose name is borne by the present Mr. Granville Sharp—well known for his singular erudition, and philanthropic character.

vain glorious vanity, making great appearance of victories, when on the contrary, themselves are moſt commonly and shamefully beaten and dishonoured; thereby hoping to possess the ignorant multitude by anticipating and forerunning false reports: it is agreeable with all good reason, for manifestation of the truth, to overcome falshood and untruth; that the beginning, continuance, and success, of this late honourable encounter of Sir Richard Granvill, and other her Majesties Captains, with the Armada of Spain, should be truly set down and published without partiality or false imaginations. And it is no marvel, that the Spaniard should seek by false and slanderous pamphlets, advisoes and letters, to cover their own loss, and to derogate from others their due honour, especially in this fight, being performed far off: seeing they were not ashamed in the year 1588, when they purposed the invasion of this land, to publish in sundry languages in print, great victories in words, which they pleaded to have obtained against this realm; and spread the same in a most false sort over all parts of France, Italy, and elsewhere. When shortly after it was happily manifested in very deed to all Nations, how their Navy which they termed invincible, consisting of 140 sail of ships, not only of their own kingdom, but strengthened with the greatest Argosies, Portugal Caracks, Florentines, and huge hulks of other countrys, were by thirty of her Majesties ships of war, and a few of our own Merchants, by the wise, valiant, and advantagious conduct of the Lord Charles Howard, High Admirall of England, beaten and shuffled together; even from the Lizard in Cornwall, first to Portland, where they shamefully left Don Pedro de Valdes, with his mighty ship; from Portland to Cales where they lost Hugo de Moncado, with the Gallias, of which he was Captain, and from Cales driven with squibs from their anchors, were chased out of the sight of England, round about Scotland and Ireland Where for the sympathy of their barbarous religion, hoping to find succour and assistance, a great part of them were crusht against the rocks, and those other that landed, being very many in number, were notwithstanding broken, slain, and taken, and so sent from village to village coupled in halters, to be shipped into England: where her Majesty of her Princely and Invincible disposition, disdaining to put them to death, and scorning either to retain or entertain them, they were all sent back again to their countrys, to witness and recount the worthy achievements of their Invincible and Dreadful Navy; of which the number of souldiers, the fearfull burthen of their ships, the Commanders names of every squadron, with all other their magazines of provisions, were put in print, as an Army and Navy unresistable, and disdaining prevention. With all which so great and terrible an ostentation, they did not in all their sailing round about England, so much

as sink or take one ship, bark, pinnesse or cock-boat of ours; or ever burnt so much as one sheepcote of this land: whereas on the contrary, Sir Francis Drake with only 800 souldiers not long before, landed in their Indies, and forced Sant Iago, Santo Domingo, Cartagena, and the fort of Florida.

And after that, Sir John Norris marched from Peniche in Portugall, with a handfull of souldiers, to the gate of Lisbone, being about 40 English miles. Where the Earl of Essex himself, and other valiant gentlemen braved the city of Lisbone, encamped at the very gate; from whence, after many days abode, finding neither promised party, nor provision to batter; they made retrait by land, in despight of all their garrisons, both of horse and foot. In this sort I have a little digressed from my first purpose; only by the necessary comparison of theirs and our actions: The one covetous of honour without vaunt of ostentation; the other so greedy to purchase the opinion of their own affairs, and by false rumours to resist the blast of their own dishonours, as they will not only not blush to spread all manner of untruths, but even for the least advantage, be it but for the taking of one poor adventurer of the English, will celebrate the victory with bonfires in every town; always spending more in faggots, then the purchase was worth they obtained. When as we never thought it worth the consumption of two billets, when we have taken eight or ten of their Indian ships at one time, and twenty of the Brasill fleet. Such is the difference between true valour, and ostentation; and between honourable actions, and frivolous vain-glorious vaunts.—But now to return to my purpose.

The Lord Thomas Howard with six of her Majesties ships, six victualers of London, the bark Ralegh, and two or three other pinnaces riding at anchor near unto Flores, one of the Westerly Islands of the Azores, the last of August in the afternoon, had intelligence by one Captain Middleton of the approach of the Spanish Armada. Which Middleton being in a very good sailer, had kept them company three days before, of good purpose, both to discover their forces the more, as also to give advice to my Lord Thomas of their approach. He had no sooner delivered the news but the fleet was in sight: many of our ships companys were on shore in the island; some providing balast for their ships; others filling of water, and refreshing themselves from the land, with such things as they could either for money, or by force recover By reason whereof our ships being all pestered and romaging every thing out of order, very light for want of balast, and that which was most to our disadvantage, the one half part of the men of every ship sick, and utterly unserviceable: for in the Revenge there were ninety diseases; in the Bonaventure, not so many in health as could handle her main sail. For had not twenty men been taken out of a bark of Sir George Careys, his being commanded to

be sunk, and those appointed to her, she had hardly ever recovered England. The rest, for the most part, were in little better state. The names of her Majesties ships were these as followeth,—the Defiance, which was Admiral, the Revenge Vice-Admiral, the Bonaventure commanded by Captain Crosse, the Lion by George Fenner, the Foresight by Mr. Thomas Vavasour, and the Crane by Duffild, the Foresight and the Crane being but small ships: only the other were of the middle size; the rest besides the Bark Raleigh, commanded by Captain Thin, were victuallers, and of small force or none. The Spanish fleet having shrowded their approach by reason of the island; were now so soon at hand, as our ships had scarce time to weigh their anchors, but some of them were driven to let slip their cables and set sail. Sir Richard Granvill was the last that weighed, to recover the men that were upon the island, which otherwise had been lost. The Lord Thomas, with the rest, very hardly recovered the wind, which Sir Richard Granvill not being able to do, was persuaded by the master, and others, to cut his main sail, and cast about, and to trust to the sailing of the ship; for the squadron of Sivil were on his weather bow. But Sir Richard utterly refused to turn from the enemies, alledging that he would rather choose to dye, then to dishonour himself, his country, and her Majesties ship; persuading his company that he would pass through the two squadrons, in despight of them, and enforce those of Sivil to give him way. Which he performed upon divers of the formost, who, as the mariners term it, sprang their luff, and fell under the lee of the Revenge. But the other course had been the better, and might right well have been answered, in so great an impossibility of prevailing. Notwithstanding, out of the greatness of his mind, he could not be persuaded. In the mean while as he attended those which were nearest him, the great San Philip being in the wind of him, and coming towards him, becalmed his sails in such sort, as the ship could neither make way, nor feel the helm: so huge and high-carged was the spanish ship, being of a Thousand and Five Hundred Tons, who after laid the Revenge aboard. When he was thus bereft of his sails, the ships that were under his lee luffing up, also laid him aboard: of which the next was the Admiral of the Biscaines, a very mighty and puissant ship commanded by Brittandona; the said Philip carried three tire of ordinance on a side, and eleven pieces in every tire. She shot eight forth-right out of her chase, besides those of her stern ports.

After the Revenge was entangled with this Philip, four other boarded her; two on her larboard, and two on her starboard. The fight thus beginning at three of the clock in the afternoon, continued very terrible all that evening. But the great San Philip having received the lower tire of the Revenge, discharged with cross-bar shot, shifted

herself with all diligence from her sides, utterly misliking her first entertainment. Some say that the ship foundered, but we cannot report it for truth, unless we were assured. The Spanish ships were filled with companys of souldiers, in some two hundred, besides the mariners; in some five, in others eight hundred. In ours there were none at all besides the mariners, but the servants of the commanders, and some few voluntary gentlemen only. After many enterchanged vollies of great ordinance and small shot, the Spaniards deliberated to enter the Revenge, and made divers attempts, hoping to force her by the multitudes of their armed souldiers and musketters, but were still repulsed again and again, and at all times beaten back into their own ships, or into the seas. In the beginning of the fight, the George Noble of London, having received some shot thorow her by the Armadas, fell under the lee of the Revenge, and asked Sir Richard what he would command him, being but one of the victualers, and of small force: Sir Richard bid him save himself, and leave him to his fortune. After the fight had thus, without intermission, continued while the day lasted, and some hours of the night, many of our men were slain and hurt, and one of the great Gallions of the Armada, and the Admiral of the Hulks, both sunk, and in many other of the Spanish ships great slaughter was made. Some write that Sir Richard was very dangerously hurt almost in the beginning of the fight, and lay speechless for a time e'er he recovered; but two of the Revenges own company, brought home in a ship of Lime from the Islands, examined by some of the Lords, and others, affirmed that he was never so wounded as that he forsook the upper deck, 'till an hour before midnight; and then being shot into the body with a musket, as he was a dressing, was again shot into the head, and withall, his chirurgion wounded to death. This agreeth also with an examination taken by Sir Francis Godolphin, of four other mariners of the same ship being returned, which examination, the said Sir Francis sent unto Master William Killegrue, of her Majesties Privy Chamber.

But to return to the fight, the Spanish ships which attempted to board the Revenge, as they were wounded and beaten off, so allways others came in their places, she having never less then two mighty Gallions by her sides, and aboard her: so that e're the morning, from three of the clock the day before, there had fifteen severall Armadas assailed her, and all so ill approved their entertainment, as they were by the break of day, far more willing to hearken to composition, then hastily to make any more assaults or entries. But as the day encreased, so our men decreased: and as the light grew more and more, by so much more grew our discomforts. For none appeared in sight but enemies, saving one small ship called the Pilgrim, commanded by Jacob Whiddon, who hovered all night to see the success: but in the

morning bearing with the Revenge, was hunted like an hare amongst many ravenous hounds, but escaped.

All the powder of the Revenge to the last barrell was now spent, all her pikes broken, forty of her best men slain, and the most part of the rest hurt. In the beginning of the fight she had but *one hundred free from sickness*; and fourscore and ten sick, laid in hold upon the ballast. A small troop to man such a ship, and a weak garrison to resist so mighty an Army. By those *hundred* all was sustained, the vollies, boardings, and entrings of fifteen ships of war, besides those which beat her at large. On the contrary, the Spanish were always supplied with souldiers brought from every squadron: all manner of arms and powder at will. Unto ours there remained no comfort at all, no hope, no supply either of ships, men, or weapons; the Masters all beaten over-board, all her tackle cut asunder, her upper work altogether rased, and in effect evened she was with the water but the very foundation or bottom of a ship, nothing being left over-head either for flight or defence. Sir Richard finding himself in this distress, and unable any longer to make resistance, having endured in this fifteen hours fight, the assault of fifteen severall Armadas, all by turns aboard him, and by estimation eight hundred shot of great artillery, besides many assaults and entries; and that himself and the ship must needs be possessed by the enemy, who were now all cast in a ring round about him (the Revenge not able to move one way or other, but as she was moved with the waves and billow of the sea) commanded the Master Gunner, whom he knew to be a most resolute man, to split and sink the ship; that thereby nothing might remain of glory or victory to the Spaniards: seeing in so many hours fight, and with so great a Navy they were not able to take her, having *had fifteen hours* time, above *ten thousand men*, and *fifty and three sail of men of war* to perform it withall: and perswaded the company, or as many as he could induce, to yield themselves unto God, and to the mercy of none else; but as they had, like valiant resolute men, repulsed so many enemies, they should not now shorten the honour of their nation, by prolonging their own lives for a few hours, or a few days. The Master Gunner readily condescended and divers others; but the Captain and the Master were of another opinion, and besought Sir Richard to have care of them; alledging that the Spaniards would be as ready to entertain a composition, as they were willing to offer the same; and that there being divers sufficient and valiant men yet living, and whose wounds were not mortall, they might do their Country and Prince acceptable service hereafter. And whereas, Sir Richard had alledged that the Spaniards should never glory to have taken one ship of her Majesty, seeing they had so long and so notably defended themselves; they answered,—that the ship had six foot water in hold,

three shot under water, which were so weakly stopped, as with the first working of the sea, she must needs sink, and was besides so crusht and bruised, as she could never be removed out of the place.

And as the matter was thus in dispute, and Sir Richard refusing to hearken to any of those reasons; the Master of the Revenge (while the Captain wan unto him the greater party) was conveyed aboard the General Don Alfonso Bazan. Who (finding none over-hasty to enter the Revenge again, doubting least Sir Richard would have blown them up and himself, and perceiving by the report of the Master of the Revenge his dangerous disposition) yielded that all their lives should be saved, the company sent for England, and the better sort to pay such reasonable ransom as their estate would bear, and in the mean season to be free from gally, or imprisonment. To this he so much the rather condescended, as well, as I have said, for fear of further loss and mischief to themselves, as also for the desire he had to recover Sir Richard Granvill, whom for his notable valour he seemed greatly to honour and admire.

When this answer was returned, and that safety of life was promised, the common sort being now at the end of their peril, the most drew back from Sir Richard, and the Master Gunner; being no hard matter to disswade men from death to life. The Master Gunner finding himself and Sir Richard thus prevented and mastered by the greater number, would have slain himself with a sword, had he not been by force with-held and locked into his cabbin. Then the Generall sent many boats aboard the Revenge, and divers of our men fearing Sir Richards disposition, stole away aboard the General and other ships; Sir Richard thus over-matched was sent unto by Alfonso Bazan to remove out of the Revenge; the ship being marvellous unsavory, filled with blood and bodies of dead, and wounded men, like a slaughter-house. Sir Richard answered, that he might do with his body what he list, for he esteemed it not; and as he was carried out of the ship he sounded, and reviving again desired the company to pray for him. The General used Sir Richard with all humanity, and left nothing unattempted that tended to his recovery; highly commending his valour and worthiness, and greatly bewailing the danger wherein he was, being unto them a rare spectacle, and a resolution seldom approved, to see one ship turn towards so many enemies, to endure the charge and boarding of so many huge Armadas, and to resist and repell the assaults and entries of so many souldiers. All which and more is confirmed by a Spanish Captain of the same Armada, and a present actor in the fight; who being severed from the rest in a storm, was by the Lion of London, a small ship, taken, and is now prisoner in London.

The General Commander of the Armada, was Don Alphonso Bazan, brother to the Marqness of Santa Cruz. The Admiral of the Biscaine squadron, was Britandona; of the squadron of Sivil the Marquess of Arumburch. The Hulks, and Flyboats, were commanded by Luis Coutinho. There were slain and drowned in this fight, well near one thousand of the enemies, and two special Commanders Don Luis de Sant John, and Don George de Prunaria de Mallaga, as the Spanish Captain confesseth, besides divers others of special account, whereof as yet report is not made.

The Admiral of the Hulks and the Ascension of Sivil were both sunk by the side of the Revenge; one other recovered the Rode of Saint Michael, and sunk also there; a fourth ran herself with the shore to save her men. Sir Richard died, as it is said, the second or third day aboard the General, and was by them greatly bewailed. What became of his body, whether it were buried in the sea, or on the land, we know not: the comfort that remaineth to his friends is, that he hath ended his life honourably, in respect of the reputation won to his Nation and Country, and of the same to his posterity; and that being dead, he hath not out-lived his own honour.

For the rest of her Majesties ships that entred not so far into the fight as the Revenge, the reasons and causes were these. There were of them but six in all, whereof two were but small ships; the Revenge ingaged past recovery: the island of Flores was on the one side; 53 sail of the Spanish, divided into squadrons on the other, all as full filled with souldiers as they could contain: almost the one half of our men sick and not able to serve: the ships grown foul, unromaged, and scarcely able to bear any sail for want of balast, having been six months at the sea before. If all the rest had entered, all had been lost: for the very hugeness of the Spanish fleet, if no other violence had been offered, would have crusht them between them into shivers. Of which the dishonour and loss to the Queen had been far greater, than the spoil or harm that the enemy could any way have received. Notwithstanding it is very true, that the Lord Thomas would have entered between the squadrons, but the rest would not condescend, and the Master of his own ship offered to leap into the sea, rather than to conduct, that her Majesties ship, and the rest, to be a prey to the enemy; where there was no hope nor possibility either of defence or victory. Which also in my opinion had ill sorted or answered the discretion and trust of a Generall; to commit himself and his charge to an assured destruction, without hope, or any likelyhood of prevailing: thereby to diminish the strength of her Majesties Navy, and to enrich the pride and glory of the enemy. The Foresight, of the Queens, commanded by Mr. Thomas Vavisor performed a very great fight, and staid two hours as near the Revenge

as the weather would permit him; not forsaking the fight 'till he was like to be encompassed by the squadrons, and with great difficulty cleared himself. The rest gave divers vollies of shot, and entered as far as the place permitted, and their own necessities, to keep the weather gage of the enemy, untill they were parted by night. A few days after the fight was ended, and the English prisoners dispersed into the Spanish and India ships, there arose so great a storm from the west and north west, that all the fleet was dispersed; as well the Indian fleet which were then come unto them, as the rest of the Armada that attended their arrival; of which 14 sail, together with the Revenge; and in her 200 Spaniards, were cast away upon the Isle of St. Michael. So it pleased them to honour the burial of that renowned ship the Revenge, not suffering her to perish alone, for the great honour she atchieved in her life time. On the rest of the islands there were cast away in this storm, 15 or 16 more of the ships of war: and of an hundred and odd sail of the India fleet, expected this year in Spain. What in this tempest, and what before in the bay of Mexico, and about the Bermudas, there were 70 and odd consumed and lost; with those taken by our ships of London, besides one very rich Indian ship, which set herself on fire, being boarded by the Pilgrim, and five other taken by Master Watts, his ship of London, between the Havanna and Cape S. Antonio. The fourth of this month of November, we received letters from the Tercera, affirming that there are 3000 bodies of men remaining in that island, saved out of the perished ships; and that by the Spaniards own confession, there are 10,000 cast away in this storm, besides those that are perished between the islands and the main. Thus it hath pleased God to fight for us, and to defend the justice of our cause, against the ambitious and bloody pretences of the Spaniards, who seeking to devour all Nations, are themselves devoured. A manifest testimony how unjust and displeasing their attempts are in the sight of God, who hath pleased to witness, by the success of their affairs, his mislike of their bloody and injurious designs purposed and practised against all Christian Princes, over whom they seek unlawfull and ungodly rule and empery.

One day or two before this wrack happened to the Spanish fleet; when as some of our prisoners desired to be set on shore upon the islands, hoping to be from thence transported into England, which liberty was formerly by the General promised;—one Morice Fitz-John, son of old John of Desmond, a notable traytor, cousin german to the late Earl of Desmond, was sent to the English from ship to ship, to perswade them to serve the King of Spain; the arguments he used to induce them were these:—the increase of pay which he promised to be trebled: advancement to the better sort: and the exercise of the true Catholique Religion, and safety of their souls

to all. For the first, even the beggarly and unnatural behaviour of those English and Irish Rebells, that serv'd the King in that present action, was sufficient to answer that first argument of rich pay. For so poor and beggarly they were, as for want of Apparell they stripped their poor countrymen prisoners out of their ragged garments worn to nothing by six months service, and spared not to despoil them even of their bloody shirts, from their wounded bodies, and the very shoes from their feet: A notable testimony of their rich entertainment and great wages. The second reason was hope of advancement if they served well, and would continue faithfull to the King. But what man can be so blockishly ignorant ever to expect place or honour from a forrain King, having no other argument or perswasion than his own disloyalty; to be unnatural to his own countrey that bred him; to his Parents that begat him; and rebellious to his true Prince, to whose obedience he is bound by Oath, by Nature, and by Religion: No, they are only assured to be imployed in all desperate enterprises, to be held in scorn and disdain ever among those whom they serve. And that ever Traytor was either trusted, or advanced, I could never yet reade, neither can I at this time remember any example. And no man could have less becommed the place of an orator for such a purpose, then this Morice of Desmond. For the Earl his cousin being one of the greatest subjects in that kingdom of Ireland, having almost whole countries in his possession; so many goodly mannors, castles, and Lordships; the Count Palatine of Kerry,—five hundred gentlemen of his own name and family to follow him, besides others (all which he possessed in peace for three or four hundred years), was in less than three years after his adhering to the Spaniards, and rebellion, beaten from all his holds, not so many as ten gentlemen of his name left living; himself taken and beheaded by a souldier of his own Nation; and his land given by a Parliament to her Majesty, and possessed by the English. His other cousin Sir John of Desmond, taken by Master John Zouch, and his body hanged over the gates of his native city, to be devoured by Ravens: the third brother Sir James hanged, drawn, and quartered in the same place. If he had withall vaunted of his success of his own house, no doubt the Argument would have moved much, and wrought great effect; which because he for that present forgot, I thought it good to remember in his behalf. For matter of religion it would require a particular volume, if I should set down how irreligiously they cover their greedy and ambitious pretences, with that veil of piety. But sure I am, that there is no kingdom or common-wealth in all Europe, but, if they be reformed, they then invade it for Religion sake; if it be, as they term Catholique, they pretend title; as if the Kings of Castile were the naturall heirs of all the world:—and so between both, no kingdom is unsought. Where they dare not with their own forces to invade, they basely entertain the traytors and

vagabonds of all nations; seeking by those, and by their runnagate Jesuits to win parts; and have by that means ruined many noble houses and others in this land, and have extinguished both their lives and families. What good, honour, or fortune ever man yet by them atchieved, is yet unheard of *, or unwritten. And if our English papists do but look into Portugall, against which they have no pretence of religion; how the Nobility are put to death imprisoned, their rich men made a prey, and all sorts of people captiv'd; they shall find that the obedience even of the Turks is easy and a liberty, in respect of the slavery and tyranny of Spain. What have they done in Sicill, in Naples, Millaine, and in the Low Countries; who hath there been spared for religion at all? And it cometh to my remembrance of a certain burger of Antwerpe, whose house being entered by a company of Spanish souldiers, when they first sacked the city, he besought them to spare him and his goods, being a good Catholique, and one of their own party and faction. The Spaniards answered, that they knew him to be of good conscience for himself; but his money, plate, jewels, and goods, were all heretical; and therefore good prize.

So they abused and tormented the foolish Fleming; who hoped that an Agnus Dei had been a sufficient target against all force of that Holy and Charitable Nation.—Neither have they at any time as they protest, invaded the kingdoms of the Indies and Peru, and elsewhere; but only led thereunto, rather to reduce the people to Christianity, than for either gold or empery; whenas in one only island called Hispaniola, they have wasted Thirty Hundred Thousand of the Naturall People, besides many Millions else in other places of the Indies: a poor and harmless people created of God, and might have been wonn to his knowledge, as many of them were; and almost as many as ever were persuaded thereunto. The story whereof is at large, written by a Bishop of their own nation, called Bartholemew de las Casas; and translated into English, and many other languages, intitulated, The Spanish Cruelties.

Who would therefore repose trust in such a Nation of Ravenous Strangers; and especially in those Spaniards, which more greedily thirst after English blood, than after the lives of any other people of Europe, for the many overthrows and dishonours they have received at our hands; whose weakness we have discovered to the world, and whose forces at home, abroad, in Europe, in India, by Sea and Land, we have even with handfulls of men and ships, overthrown and dishonoured.

* If our readers compare this character of the Spaniards, with that given of them in our Toulon Papers, they will observe a striking resemblance.

Let not therefore any Englishman, of what religion soever, have other opinion of the Spaniards, but that those whom he seeketh to winn of our Nation, he esteemeth base and traiterous; unworthy persons, or unconstant fools: and that he useth his pretence of religion, for no other purpose but to bewitch us from the obedience of our naturall Prince; thereby hoping in time to bring us to slavery and subjection: and then none shall be unto them so odious, and disdained as the traytors themselves, who have sold their countrey to a Stranger, and forsaken their faith and obedience contrary to Nature and Religion; and contrary to that humane and generall honour, not only of Christians, but of Heathen and Irreligious Nations; who have always sustained what labour soever, and embraced even death it self, for their Country, Prince, or Commonwealth.—To conclude, it hath ever to this day pleased God to prosper and defend her Majesty; to break the purposes of malicious enemies, of forsworn traytors, and of unjust practices and invasions. She hath ever been honoured of the worthiest kings; served by faithfull subjects; and shall by the favour of God, resist, repell, and confound, all whatsoever attempts against her Sacred Person or kingdom. In the mean time, let the Spaniard and traytor vaunt of their success; and we her true and obedient vassals, guided by the shining light of her virtues, shall always love her, serve her, and obey her to the end of our lives.

SOAKING SHIP-TIMBERS, IN STRONG PICKLE, PERNICIOUS.

THE Prudent, had been sickly soon after being put into commission in Europe, and upon first arriving in America. She had been uncommonly sickly, when a new ship, upon her first voyage, which was to the East Indies, during the peace. This remarkable degree of sickness was probably owing to a particular experiment that was made in preparing the wood of which she was built: the experiment consisted in soaking the timber for a length of time in a strong pickle, in order to make it less corruptible. The only other ship on which the trial of this was made was the Intrepid; and it has been already mentioned that she was an extremely sick ship. The effect of it upon the wood was to cause a constant moisture and mouldiness in the orlops and holds. In the Intrepid, the sickness was never conquered till a practice was followed of pumping and bailing her with great care, and puting a fire into the well for six hours every day; by which means the dampness, and the mildew produced by it, were removed and prevented, and the ship thereby was rendered healthy.

HISTORICAL MEMOIR OF

NAVAL TRANSACTIONS,

DURING THE PRESENT WAR,

FROM ITS COMMENCEMENT IN 1793.

(Continued from Page 431, Vol. I.)

HÆC OLIM MEMINISSE JUVABIT.

Many are the Heroes of the dark rolling Sea!—Thy sails are like the clouds of the morning; and thy Ships like the light of Heaven; and Thou Thyself like a Pillar of Fire that giveth Light in the Night!

OSSIAN.

Retrospect of the preceding six Months—Events previous to the actual Commencement of Hostilities—Particular Ships when Commissioned—Appointments—Various Subscriptions for additional Bounty—Conduct of the Spanish, and Dutch, at this Period. Sailing of the principal Squadrons—Letters from Lords Grenville, and Chatham, to the Lord Mayor—King's Proclamations. East India Trade—Cession of the Port of Dantzic, with Reflections. Lord Rodney's Monument, &c. Petition of Mr. Mudge—Number of Officers at this Period—Statement of the Naval Force—Privateers taken.

BIOGRAPHICAL memoirs of living officers necessarily contain much that is connected with this department of our Chronicle; those lately published, together with The Toulon Papers, include correct details of some of the principal Naval Transactions of the present war *. Our Historical Memoir of them was consequently for a time postponed, to create a greater variety; and to allow room for subjects that demanded an immediate attention.—Before we enter on the transactions of July 1793, it will first be necessary to take a Retrospect of the preceding half-year; to insert, what before would have too much interrupted the principal object we have in view; and also to add such communications as have been since received, or whatever, on a second view, appears to have escaped our notice.

RETROSPECT.

January—July, 1793.

On the 10th of January, at a Common Council of the City of London, it was resolved—"That the sum of forty shillings for every

* Such information for this Memoir, respecting particular actions, or that extensive maritime trade which forms such a noble school for our Navy, as may be sent to the Publishers, for the Editor, will always be received with attention.

able seaman, and twenty shillings for every ordinary seaman, over and above the Bounty granted by his Majesty, be given, during the pleasure of the Court, and not exceeding one month from the above date, to every such seaman as shall enter into the service of his Majesty's Navy."—The Corporation of King's Lynn also offered a bounty of two pounds to able-bodied seamen, in addition to his Majesty's Proclamation.

Early in this month (*January*) the Navy Board contracted for 2400 weight of tonnage, to carry three regiments to the West Indies.

Captain Man was appointed to the command of the Bedford, 74 guns, in the room of Sir Andrew Snape Hammond, Bart. who removed into the Duke, of 90 guns, in the room of Captain Sir Hyde Parker, Captain of the Fleet. Sir A. S. Hammond was soon afterwards appointed an Extra Commissioner of the Navy Board.

The Admiralty came to the resolution of filling up all the vacant slips in the Royal Dock-Yards, to be occupied by Ships of the Line—one of them at the least a first rate.

Jan. 11. Captain Barlow, of the Childers Sloop of War, 14 guns, arrived at the Admiralty with the following intelligence:

The Childers cruised off Brest Harbour, and stood within three quarters of a mile of three batteries: her colours were not then hoisted; the battery on her starboard side fired a shot, which went over her. The Childers then hoisted the British colours, and the Fort hoisted the National colours, with a red pendant over the ensign; which was answered by the other two Forts. The Childers was then driven by the tide of flood within half a mile of the Forts; and Captain Barlow was obliged, it being calm, to have her oars out, to keep her from drifting too far in. Immediately a cross heavy fire began by signal from the three batteries. Providentially a breeze of wind sprung up, and the Childers made sail. Being a small object, only one shot hit, which struck one of her guns, and split into three pieces, without injuring any one: the pieces were collected, and slung—the shot weighed forty-eight pounds. The Flag Ship at Brest, which at this early period was nearly ready for sea, was the Terrible, 110 guns; one of the new Ships launched at the beginning of the American war.

The Crescent, a new frigate of 38 guns, was put in commission at Portsmouth, and given to Sir James Saumarez.

15. The following appointments issued from the Cabinet Council:

Lord Howe, Commander in Chief.

Admiral Barrington, Second in Command.

Captain Christian, to be Captain to Lord Howe.

Same day, the Nymph, 36 guns, was put in commission, and the command of her given to Captain E. Pellew.

Jan. 19. The Queen, of 98 guns, Commodore Alan Gardner, Captain Hutt, went out of Portsmouth Harbour.—She sailed for the West Indies in March.

23. A note was pasted up in the drawing-room of the Admiralty, notifying to all Lieutenants of the Navy resident in the metropolis, that such, as were desirous of immediate employment, should enter their names in a book ready for that purpose.

The return of seamen, entered at the close of this month, amounted to 9000 beyond the number voted in the preceding month by the House. Two ships with near 2000 sailors arrived in the River from Leith; and three tenders from Bristol arrived at Plymouth, with 280.

On the 30th, in the forenoon, a meeting of the Committee of the Portsmouth and Portsea Association was held, to consider "Whether it is adviseable to enter into a subscription, to raise a fund for the purpose of granting a bounty to a certain number of able and ordinary seamen, who may voluntarily enter into his Majesty's Navy at that port, after a declaration of war, or the commencement of hostilities."—It was passed unanimously; and a general meeting of the inhabitants was held on the 1st of *February*, for the purpose of entering into a subscription to promote so laudable a measure.

The CHINSURAH CAUSE, that had been so long depending, was finally decided: and on the 30th of January, the Treasurer of the India Company paid into the Court of Admiralty the sum of 67,000 and odd pounds, in consequence of the award of Sir James Marriott.

The following notice was issued from the Navy Office, Feb. 1, 1793:

"Whereas several masters and surgeons, belonging to his Majesty's Navy, have omitted to leave at this Office an account of their places of abode, or have removed since having left such an account: it is the direction of the Commissioners of the Navy, that all Masters and Surgeons, not at this time employed in the Service, do forthwith give notice here of their place of abode; and do continue to do the same as often as they shall remove to any other place."

"And such as have had leave to go abroad in the Merchant's Service, or otherwise, are to send an account where they now are, and when the voyage they are on will probably be terminated; observing, upon their arrival in any Port in Great Britain, or Ireland, the term by which they are absent is to cease and determine, and they are forthwith to send notice of such arrival to the said Commissioners."

Feb. 2. Captain Thomas Hammond, of the Carteret packet, arrived at Dover, with the intelligence, that an embargo had taken

place the preceding day at Calais, and the other ports of France, on all French, English, Prussian, Dutch, and Russian vessels; except the packets, and bye-boats, employed between Dover and Calais. Information arrived on the 6th that the packets also were detained. Orders were immediately dispatched by Government for the detention of all French Ships.—It was reported at the time, that about eighty English vessels were in the different ports of France, with from 800 to 1000 seamen.—In the ports of Great Britain, the number of French Ships were very few, not more than six, or eight.

His Majesty's Ship Fortitude, 74 guns, was commissioned, on the second of February, and the command of her given to Captain Young. Same day, the Robust, 74 guns, was commissioned, and given to the Hon. Capt. George Keith Elphinstone.

The DUTCH, at the beginning of this month, were fitting out their Navy as expeditiously as possible.—The Court of Madrid had already ordered the fitting out of twenty sail of the line, and six frigates.

The Earl of Chatham, on the 6th of February, laid a return of the state of the Navy before the King: it then amounted to forty-three sail of the line, besides frigates, &c.

On the 3d of February, at noon, the Infanta, a Spanish man of war, arrived at Falmouth, in fifty hours, from Corunna, with Seignior Pedro Arauso, a courier, on board, having dispatches from the King of Spain to his ambassador at London.—The Courier arrived at Corunna on the 31st of January, at which time the Infanta was at anchor, but had no ballast on board: in fifteen hours she was ballasted and ready for sea; and on the 1st of February sailed for Falmouth, where she arrived on the 3d. She had a gale of wind the whole passage, but as fair as it could blow.

A meeting was held on Wednesday the 6th, at the Guildhall, Portsmouth, Elias Arnaud, Esq. in the chair, for the purpose of opening a subscription for granting an additional bounty to encourage Seamen and Landmen of the island of PORTSEA to enter into his Majesty's service at that Port; and for assisting the widows, wives, and children of such Seamen and Landsmen of the island of Portsea aforesaid, as may be taken prisoners during the war. About 100l. was subscribed immediately; and books to receive subscriptions were opened at the different banking-houses.

The following squadron sailed on the 7th of February, by express from the Admiralty, with every frigate, and sloop, ready for sea, to prevent a descent on the islands of Jersey, and Guernsey, which was meditated by the French:—Hannibal, 74, Captain Colpoys, as Commodore; Hector, 74, Captain Montagu; Orion, 74, Captain Duckworth; and Juno, 32 guns, Captain Hood.

On the 9th of February, the following letter was received by Government, dated Dover, the 8th instant, 1793:

"I have the honour to inform your Lordships, that the Carteret and Express packet-boats are this morning arrived from Calais, the respective masters whereof bring an account that WAR was declared at Paris on Friday last, (Feb. 1.) against the English and Dutch:—that a vessel called The Pearl *, of Plymouth, was carried into Calais Harbour as a Prize to a row-boat privateer, on Wednesday last at night; also two Dutch hoys which they had captured. There are ten row-boat privateers fitted out from Calais; and there is every reason to believe five of these boats are now in mid channel."

The following is a copy of the letter, which was in consequence sent to the Lord Mayor, by the Right Hon. Lord Grenville:

Whitehall, Feb. 9.

"My Lord, I have the honour to acquaint your Lordship, that it appears by the accounts received this morning from France, that war against Great Britain, and Holland, was decreed in the National Convention on the 1st instant.

"I request that your Lordship will take the proper measures to make public this intelligence.

(Signed) "GRENVILLE."

"Right Hon. Lord Mayor."

The same day also the Earl of Chatham wrote as follows to the Lord Mayor, in answer to a requisition made by his Lordship in behalf of the merchants of London;

"MY LORD, *Admiralty, Feb. 9, 1793.*

"I have received your Lordship's letter, and beg to assure your Lordship, that no time will be lost in taking the most effectual measures (which our force at present will permit) to give notice of the existence of hostilities to our homeward-bound trade; and to direct them, as proposed by your Lordship, to make for the ports of Falmouth, or Plymouth, and there wait for convoy. I have the honour to be your Lordship's very obedient humble servant,

(Signed) "CHATHAM."

"The Right Hon. the Lord Mayor."

The Newcastle Association collected the sum of 255l. 4s. for the purpose of giving additional bounties to seamen entering into The Royal Navy at that Port.—The magistrates, ship-owners, and others, of Whitby, offered an additional bounty of 2l. to able seamen and 1l. to landmen, entering into his Majesty's Navy.—Many public-spirited gentlemen of the town and neighbourhood of Boston, in Lincolnshire,

* Among the articles of value captured in the Pearl, of Plymouth, were thirty cases of books belonging to Sir John Call; and the cabin furniture, &c. of Rear-Admiral Macbride, and Capt. G. Martin.

entered into a subscription, for raising a Fund to increase the Bounty offered by Government to Volunteers, who enter at the port of Boston to serve on board the King's Ships.

Feb. 11. Letters of marque against the French were issued from the Admiralty.—The Court of Spain engaged to assist the confederacy against France with sixty sail of different rates.—The Portuguese were to send six sail of the line to sea, and four frigates, besides four large ships, in the course of the summer.

In the evening of the 10th, Admiral Macbride hoisted his flag on board his Majesty's Ship Iphigenia, then in the Downs.

On the 16th of February, intelligence was received at Turin, that on the 27th of January 1793, the French Squadron in the Gulph of Cagliari, consisting of twenty or twenty-one Ships, of which four were bomb-vessels, and seven Ships of the Line, having approached the city of Cagliari, began to bombard it, and were answered by a brisk firing of red-hot balls. This attack was continued for three days, when the Ships retired out of the reach of the cannon, but without quitting the Gulph. Several of the Ships were damaged in their Masts and Rigging, and one was set on fire by a red-hot ball, but by the timely assistance of the others the fire was extinguished. The Bombs produced no effect but upon the suburbs below the city, and only five men were killed. During the cannonading, the French attempted to land in several places to procure provisions, but they were every where repulsed by the militia, and lost upwards of 500 men.

18. A proclamation was issued, recalling all Mariners from the service of foreign States.

A subscription was opened by the inhabitants of Dover, for giving an additional bounty of two guineas to every able seaman, and three guineas to every seaman of the town, who had resided in the place upwards of a year, that should voluntarily enter at the rendezvous to serve in his Majesty's Navy; and to ordinary seamen in proportion; to continue in force until March the 1st.—His Majesty's bounty to able and ordinary seamen, was extended from the 28th day of February, to the 31st day of April.

The Dutch continued arming both by sea and land. The States General issued a most spirited manifesto*, which was sent to the States of the respective Provinces, dated Feb. 20. After mention of their having notice from their consuls, of the Embargo laid on all Dutch Ships in the French and Flemish ports;—they add:

"We think it, however, a duty we owe to our honour; to the whole nation; to the present age; and to posterity; not to leave without reply, at a time when these pacific States are threatened by a

* Manifesto, in answer to the Proclamation of General Dumourier.

most unjust invasion, all the falsehoods advanced against us; and certainly, had we sought an occasion to discuss the present subject, we could never have found one presenting more advantages.—"It is "not against the Batavian Nation," says the proclamation (Dumouzier's), "that France has declared war: a friend to all nations, she "has for her enemies despots only."—Let not our fellow-citizens allow themselves to be dazzled by these lying expressions; let them not lose sight of the signal abuse, now become so common, of the words Liberty, Slavery, and Oppression."—After foretelling the many miseries which must inevitably arise from a revolution on such principles, the manifesto thus concludes: "Deign thou Supreme and Omnipotent Being, who has so often extricated this Republic from the most imminent danger—deign to preserve it at this day from such a deliverance, and from such friends."—The part which the Republic of Holland afterwards took in the war; the total loss of its Navy, and the almost utter annihilation of its trade; renders a notice of this manifesto in our memoir essential.

20. An order was received in his Majesty's Dock-Yard at Plymouth, to fit the London, of 98 guns, with all possible dispatch, for the flag of his Royal Highness the Duke of Clarence.

To counteract whatever insidious attempts might be made to sap the wooden walls of Great Britain, the following proclamation was issued:

"GEORGE R.

"Whereas attempts may be made to seduce some of our subjects, contrary to their allegiance and duty to us, to enter on board French ships or vessels of war, or other ships or vessels of France, with intent to commit hostilities against us or our subjects; or otherwise to adhere, or give aid or comfort to our enemies upon the sea: Now we, in order that none of our subjects may ignorantly incur the guilt and penalties of such breaches of their allegiance and duty, have thought it necessary, by and with the advice of our Privy Council, to publish this our royal Proclamation; hereby notifying, and declaring, that all persons, being our subjects, who shall enter or serve on board any French ships or vessels of war, or other ships or vessels of France, with intent to commit hostilities against Us or our subjects, or who shall otherwise adhere, or give aid or comfort to our enemies upon the sea, will thereby become liable to suffer the pains of death, and all other pains and penalties of high treason and piracy. And we do hereby declare our royal intention and firm resolution to proceed against all such offenders according to law."

On the 22d, Admiral Gardner kissed hands; being appointed to the command of the following Squadron, then under

sailing orders for the West Indies. His flag was hoisted on the 6th of March:

Queen.	98 guns	Rear Admiral Gardner. Captain Hutt.
Orion	74	Captain Duckworth.
Hector	74	Captain G. Montagu.
Culloden	74	Captain Sir T. Rich, Bart.
Heroine	32	Captain A. H. Gardner.
Andromeda	32	Captain J. Salisbury.
Rattlesnake	16	Captain A. Mouat.

The above Squadron sailed from St. Helen's on the 26th of March.

A General Court of Proprietors was held at the India House on the 22d; when after the proceedings of the Secret Committee had been read, it appeared, that the Court had offered to furnish every year—Four ships for Bengal; two for Madras; and two for Bombay; of 800 tons each, for the express purpose of receiving any of the manufactures of Great Britain and Ireland, at the freight of 10l. per ton; reserving an exclusive permission of sending recruits in them in time of war, in preference to every article of merchandize, provided the Company shall not have room on board their other ships of the same season: the whole of the remaining space, however, to be reserved for manufactures.—That the Presidencies shall be authorized to grant bills on the Company in Europe, at the exchange of 2s. per rupee from Bengal, 2s. 3d. from Bombay, and 8s. the pagoda from Madras; or should circumstances not justify such a measure, then individuals to send home articles equal in tonnage to their exports, at the freight of 12l. per ton.—That all goods, outward and homeward, pass through the Company's warehouses in England.

On the 25th, Mr. Dundas presented, to the House of Commons, his commercial statement of the situation of affairs in the province of India. "The statement, he observed, was different in its object from any he had hitherto offered to the House: those of former years, except in one instance, had been confined to the state of financial affairs of the Company in India; exhibiting the balance upon the comparison of the revenues and charges of the several settlements. In the present statement he proposed to combine the affairs of the East India Company at home and abroad, and thus declare the general balance resulting from such a combination. It appeared that the net surplus on the whole of the revenues and trade of the East India Company, after paying 8l. per cent. dividend on the capital stock of five millions, was estimated by the Court of Directors, to amount to one million, two hundred and thirty-nine thousand, two hundred and forty-one pounds per annum."

Feb. 26. The number of persons, who had received the City bounty for seamen, amounted to 1600.

27. At a meeting of the merchants and ship-owners of Hull, in the preceding week, it was resolved that a requisition should be made to the Minister for two frigates, two sloops, and two cutters, or such other force as Government shall please to grant, to rendezvous in the Humber; and to act as convoy, or otherwise, for the protection of the coasting trade, and safety of the Port: as also for convoys for the trade to Italy, Spain, and Portugal; for the Baltic fleets; and for the Greenland ships:—for a battalion, or such body of militia as may be had, to be quartered in the town; and for an able engineer to take a survey of the citadel, and to report what is proper to be done to put it in a state of defence.

Extract of a Letter from Deal, March 10.

"The Thetis, 38 guns, Captain F. J. Hartwell, was nearly lost in the late gale of wind. His ship was driven into a bay near Boulogne in the night, and had anchored in only five fathom water, with a ridge of breakers under his lee. On Sunday morning, at day-break, two forts, situated on Capes Bleney, and Blancy, which form the bay, opened their fire; their shot fell within a few yards of the ship: by cutting their cables, and making great exertions in beating to windward, the Thetis got clear off."

March 19. The Swedish Fleet consisted of seven sail of the line, and thirteen frigates; under the command of Vice-Admiral Wachtmeister.

20. The Dædalus frigate, 32 guns, was commissioned, and given to Sir Charles Knowles, Bart. son of the late Admiral Sir C. Knowles.

The following list was circulated during the month, as an authentic one of the French force then at sea:

Le Republicain	110 guns	La Tourville	74 guns
L'Achille	74	L'Experiment	40

FRIGATES.

La Thetis	La Surveillante
La Concorde	La Réunion.

with two other vessels of less force: in all ten sail.

23. Spain declared war against France.

25. The Robust, 74 guns, Hon. Captain Elphinstone; and the Agamemnon, 64 guns, Captain Horatio Nelson, sailed from Chatham to Blackstakes: after taking in their powder and guns, they proceeded to join the Fleet at Spithead.

30. The French troops left Ostend for Dunkirk about three o'clock in the afternoon; and at four, one of his Britannic Majesty's

cutters entered the Port. Most of the prizes had sailed before the cutter arrived; the others, that intended to have sailed, were stopped. Three English brigs were still here, under the care of the British consul.

April 3. The female patriotic subscription, for the relief of the widows and children of those, who may fall during the war, amounted to 5000l. Her Royal Highness the Duchess of York contributed yearly 50l.—The Duchess of Buccleugh, Countess Pembroke, and Lady Mary Cooke, subscribed each 100l.

5. In the morning, about seven o'clock, Rear-Admiral Gell sailed from St. Helen's, with the East Indiamen under convoy, and the following Squadron:

St. George	98 guns	Rear-Admiral Gell. Captain T. Foley.
Boyne	98	—— W. A. Otway.
Ganges	74	—— A. J. P. Molloy.
Edgar	74	—— A. Bertie.
Powerful*	74	—— T. Hicks.
Egmont	74	—— A. Dickson.
Phaëton	38	—— Sir A. S. Douglass.

10. Admiral Sir Peter Parker, Bart. hoisted hands, on being appointed Commander in chief at Portsmouth.

19. On this day were sold by public auction, in the City, the two first French prizes that were condemned this war:—Le Custine sold for 115l. and the other, Les Sans Culottes, for 140l.

May 2. Admiral Gell, in the St. George, 98 guns, with the Egmont, 74, Capt. A. Dickson, and Ganges, 74, Capt. J. A. P. Molloy, cruised off Cape Finisterre until the 15th.

The French, at the beginning of this month, fitted out at Bourdeaux, six of the stoutest privateers that were ever sent to sea from their coast—the smallest of them mounted 36 guns.

6. Number of Ships of the line in commission, sixty-five.

Lord Hood's flag, red at the fore-top, was hoisted in the evening of the 6th of May, on board the Victory, 110 guns.

The Alligator French frigate, taken by the Spaniards, was carried into Cadiz.

The Assembly and Council of Jamaica voted the sum of 10,000l. as a gratuity for the Bread Fruit Tree Expedition: five thousand pounds of the above sum were voted to Captain W. Bligh, as commander on that service.

* The Powerful continued the Convoy to the East Indies.

May 9. The new signal lights were displayed on the flag staff upon the platform at Portsmouth: they were of various colours, and were put in contrast with the old signal lanthorns. The Fleet at Spithead were ordered to make their observations, and report them.

The Grand Seignior issued an official notification of his intention to remain neutral during the present war. He, at the same time, forbad the vessels of the hostile powers to engage each other within three miles of his coast; and directed, that when they were engaged in open sea, none of his vessels should interfere to assist either party.

13. Mr. Wilberforce, in a committee on India annuities, in The House, moved the following resolution: "That there should be a chaplain in every ship, above 600 tons, trading to India." The resolution was agreed to, and ordered to be reported.

The rulers of the Watermen and Lightermen's Company attended the Court of Aldermen, held on the 14th at Guildhall, on account of Samuel Servant, a fellowship-porter, who had been impressed. The Rulers said, that they did not know, when they summoned him as a waterman to enter into the sea-service, that he was a Freeman of London, and a fellowship-porter. The Lord Mayor, in compliance with the desire of The Court, reprehended them for suffering him to be impressed, and for not acquainting his Lordship of the circumstance. The Court ordered the City Solicitor to take the most effectual steps to get the man liberated.

A young French gentleman, who was taken prisoner in the Dumourier privateer, and who acted in the capacity of interpreter, informed a midshipman on board the Phaeton, that he had served for three years at Lubeck, as an apprentice to a merchant; and having returned to Bourdeaux, in order to enter into partnership with his father, on his arrival there, he was summoned before the Municipality, who gave him his choice to depart instantly for the Frontier to join the national troops, or to go to sea in a Privateer:—he chose in consequence to go on board the Dumourier.

Aranjuez, May 29. On the 5th instant, The Equadron under the command of Admiral Borja, sailed from Carthagena, and in a few days arrived at Barcelona; whence it continued its course towards the coast of Italy. On the 6th of the same month, Admiral Aristizabal sailed from Ferrol for Cadiz, with six ships of the line, and one frigate.

The cession of the PORT OF DANTZIC to his Prussian Majesty, during this month, was an event in which Great Britain, as a commercial nation, was considerably interested.—During the year * 1792, our minister at Warsaw had taken the lead, and was seconded by the

* Annual Register, published by Rivington, for 1792, Part 1: p. 34 and 35.

Dutch minister, in the project of a commercial treaty, of which the principal condition was to have been the cession of Dantzic. The Maritime Powers were not only to have been guarantees, but to have had voices at a Board of Consuls, who were to have cognizance of all disputes arising out of the treaty. A rate of duties was to have been established in perpetuity; under which the trade of Poland would have found easy access to the sea through the whole extent of coast subject to the house of Brandenburgh; and overland to Germany through Silesia.

Many articles, which we had long received from Russia, were to be obtained more advantageously from Poland through the ports of Prussia. Flax of the finest quality grows in Lithuania, between the Niemen, and the Dwina. The best sorts, and the greatest quantities of hemp, are produced in the palatinates of Polock, Wilna, Minsk, and Novogrodek. Masts are cut in the greatest abundance between the Dwina, and the Prypecz, in Lithuania; and oak timber to the south of the 53d degree of latitude, principally in Volhinia, and on the borders of the Bog. From the geography of the country, the former commodities would arrive several weeks sooner at the Prussian ports than at Petersburgh, or even Riga; and the difference of time with regard to the materials for shipping, would be still more considerable. The oak, which is said to be two years on its way to Riga, might get to Memel in three or four months; and the firs, felled on the banks of the Berezgna, which descend that river, and again mount the Dneiper as high up as Ortza, in Russia—which are then carried overland the next year to Babinow, a place situated on a branch of the Dwina, and thence reach Riga only in the following June, might be transported a whole year earlier to Memel by a branch of the Niemen.

Subsequent events were unfavourable to the conclusion of this treaty: yet we trust, that being so favourable to the interests of Great Britain, the advantages which it promised may still be procured. The harbour of Dantzic is a very fine one, and has the best Commerce of any Port in the Baltic. In one year it has been known to export 58,060 lasts of corn; equal to 580,600 quarters. It is twenty-four leagues south west from Konigsburg, all the way a fair strand; and is in Lat. 54 deg. 2 min. N. and Long. 18 deg. 34 min. E. From the Heel, or west side of the Gulph of Dantzic, the course is south by west five leagues; where ships may anchor before the Port, is from ten, to twelve fathoms. To go in, it is necessary to make a signal for a pilot, because the land-freshes are continually shifting the sands.

On Thursday, the 30th of May, Mr. Chancellor Pitt acquainted the House of Commons, that he had a Message from his Majesty; which the Speaker read as follows:

"GEORGE R.

"His Majesty, being desirous that the annuity of 2000l. which in consequence of the eminent and signal services performed by the late Lord Rodney, was granted by an act of the 23d year of his Majesty's reign to the said Lord Rodney, and to the two next persons on whom the title of Lord Rodney should descend, should be further continued to the persons on whom the title of Lord Rodney shall hereafter descend; but his Majesty not having it in his power to extend the said grant beyond the existing term,—recommends it to his faithful Commons, to consider of a proper method of extending and securing the same; in such manner as shall be thought most effectual for the benefit of the heirs of the said Lord Rodney, on whom the said title shall descend.

"G. R."

On the following day this Message was taken into consideration by a Committee of the whole House; when after an eloquent eulogium on the character of Lord Rodney, from the Chancellor of the Exchequer, the House passed a resolution, that the annuity of 2000l. secured on George Lord Rodney, and the two persons on whom the title should next descend, be further settled and secured on the heirs of Lord Rodney, in whom the Barony of Rodney shall be vested. And on Monday the 17th of June, on the motion of Sir Watkin Lewes, the House agreed to address his Majesty; praying, that he would give directions that a monument should be erected in the cathedral church of St. Paul, in the city of London, to the memory of Lord Rodney, Vice-Admiral of Great Britain; with a suitable inscription, stating the services he had rendered his country.

On the 17th of June, Mr. Windham, after adverting to the report, made by the Committee appointed to enquire into the particulars of the petition of Mr. Mudge, supported the opinion that the Invention, of which Mr. Mudge * was the author, gave him a fair title to a parliamentary reward. He was aware, he said, that the extent of the benefit which the public might derive from this Invention, through the improvement it would make in time-keepers, could be ascertained only by subsequent experience: for the present, therefore, he would ask only a moderate reward for Mr. Mudge, leaving him at liberty to apply hereafter for a greater one; if it should be found that the benefit to the public was greater than it was at present fair to suppose it would be. He then moved an Address to his Majesty, praying,

* Further particulars of this ingenious mechanic are given in the Naval Literature.

that he would be pleased to grant to Thomas Mudge, watchmaker, the sum of 2,500l. as a reward for his invention for the improvement of Time-keepers; on condition that he shall disclose the principles on which the improvement was made; and assuring his Majesty that the House would make good the sum to him.—The motion was carried without opposition.

June 20. The Rose, of 28 guns, was commissioned, and the command of her given to Captain Edward Riou.

27. The Committee of the Society for the Improvement of Naval Architecture, acquainted the members of the society, and the public that experiments on the resistance of water to bodies of different forms, would be made at Greenland Dock, every Saturday during the summer, between the hours of nine, and three o'clock.

NAVAL SUPPLIES *granted by* PARLIAMENT *for the Year* 1793.

	£.	s.	d.
December 20, 1792.			
For 25,000 men, including 5,000 marines	1,300,000	0	0
February 11, 1793.			
For an addition of 20,000 men	1,040,000	0	0
March 5.			
Ordinary, including half-pay	669,205	5	10
Extraordinaries	387,710	0	0
March 12.			
Towards paying off the Navy Debt	575,000	0	0
	3,971,915	5	10
ORDNANCE.			
Sea Service, not provided for in 1791	32,068	15	4
March 20.			
To reimburse losses, sustained by persons concerned in the Nova Scotia Whale Fishery,	1,420	3	0

[*To be continued.*]

MR. EDITOR,

AS you have not assigned any author to the beautiful Naval Song, *On the First of June* 1794, (page 416, vol. i.) nor to the verses styled—*The Mid Watch*—I beg leave to inform you, that the first was written by the Earl of Mulgrave, and the last by Mr. Sheridan."

INCONDITUS.

[We are happy in laying before our Readers this truly valuable and interesting Naval Paper: it came too late for our last Number.]

A few Remarks relative to myself in THE CAPTAIN, *in which Ship my Pendant was flying on the most glorious* Valentine's Day, 1797.

AT one, P. M. THE CAPTAIN having passed the sternmost of the enemy's Ships, which formed their van and part of their centre, consisting of seventeen sail of the line; they on the larboard, we on the starboard tack; the Admiral made the signal to tack in succession, but perceiving all the Spanish ships to bear up before the wind, evidently with an intention of forming their line, going large, joining their separated divisions, at that time engaged with some of our centre ships, or flying from us,—to prevent either of their schemes from taking effect, I ordered the ship to be wore, and passing between the Diadem and Excellent, at a quarter past one o'clock was engaged with the headmost, and of course leewardmost, of the Spanish division. The ships, which I knew, were the Santissima Trinidada, 126; San Josef, 112; Salvador del Mundo, 112; San Nicholas, 80; another first rate, and a 74, names unknown.

I was immediately joined, and most nobly supported, by the Culloden, Captain Troubridge: the Spanish Fleet, not wishing, I suppose, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships above-mentioned to be the leewardmost, and sternmost ships, in their Fleet. For near an hour, I believe (but do not pretend to be correct as to time), did the Culloden, and Captain, support this apparently, but not really, unequal contest; when the Blenheim passing between us, and the enemy, gave us a respite, and sickened the Dons.

At this time the Salvador del Mundo, and San Isidro, dropped astern, and were fired into, in a masterly style, by the Excellent, Captain Collingwood, who compelled the San Isidro to hoist English colours; and I thought the large ship, Salvador del Mundo, had also struck: but Captain Collingwood, disdaining the parade of taking possession of a vanquished enemy, most gallantly pushed up, with every sail set, to save his old friend and messmate, who was to appearance in a critical state; the Blenheim being a-head, the Culloden crippled and astern. The Excellent ranged up within two feet of the San Nicholas, giving a most tremendous fire. The San Nicholas luffing up, the San Josef fell on board her; and the Excellent passing on for the Sant. Trinidada, the Captain resumed her station a-breast of them, and close alongside:—at this time the Captain having lost her foretop-mast, not a sail, shroud, nor rope left; her wheel away, and incapable of further service in the line, or in chace; I directed Capt. Miller to put the helm a starboard, and calling for the Boarders ordered them to board.

The soldiers of the 69th, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, were almost the foremost on this service :—the first man who jumped into the enemy's mizen chains, was CAPTAIN BERRY, late my First Lieutenant (Captain Miller was in the very act of going also, but I directed him to remain) ; he was supported from our sprit-sail yard, which hooked in the mizen rigging. A soldier of the 69th regiment having broke the upper quarter-gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin doors fastened, and some Spanish officers fired their pistols : but having broke open the doors, the soldiers fired ; and the Spanish Brigadier (Commodore, with a distinguishing pendant) fell, as retreating to the quarter-deck. I pushed immediately onwards for the quarter-deck, where I found Captain Berry in possession of the poop ; and the Spanish ensign hauling down. I passed with my people, and Lieutenant Pearson, on the larboard gangway, to the forecastle, where I met two or three Spanish officers prisoners to my seamen :—they delivered me their swords. A fire of pistols, or muskets, opening from the Admiral's stern-gallery, of the San Josef, I directed the soldiers to fire into her stern ; and calling to Captain Miller, ordered him to send more men into the San Nicholas ; and directed my people to board the first rate, which was done in an instant, Captain Berry assisting me into the main chains. At this moment a Spanish officer looked over the quarter-deck rail, and said they surrendered. From this most welcome intelligence, it was not long before I was on the quarter-deck, where the Spanish Captain, with a bow, presented me his sword, and said the Admiral was dying of his wounds. I asked him on his honor, if the ship was surrendered ? he declared she was : on which I gave him my hand, and desired him to call on his officers, and ship's company, and tell them of it ; which he did :—*and on the quarter-deck of a Spanish first rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards* : *which, as I received, I gave to William Fearney, one of my bargemen* ; who put them, with the greatest *sang froid*, under *his arm*. I was surrounded by Captain Berry, Lieutenant Pearson, of the 69th regiment, John Sykes, John Thompson, Francis Cooke, all OLD AGAMEMNONS, and several other brave men, seamen, and soldiers.——Thus fell these ships !

N. B. In boarding the San Nicholas, I believe we lost about seven killed, and ten wounded, and about twenty Spaniards lost their lives by a foolish resistance. None were lost, I believe, in boarding the San Josef.

(A Copy) (Signed) HORATIO NELSON.
RALPH WILLETT MILLER.
T. BERRY.

Further REMARKS, *made during the memorable* ACTION *off* CAPE ST. VINCENT, *Feb.* 14, 1797; *on board his Majesty's Ship* Orion, *Sir* JAMES SAUMAREZ *Commander.*

FEBRUARY 14, at *three* A. M. heard the report of several guns, from the Spanish Fleet, in the south-east quarter; wind, west. At seven, hazy weather. At *eight*, being more clear, saw several large ships bearing south by west on the starboard tack. At half past eight, found them to be the Spanish Fleet:—our Fleet at this time being in close order of sailing, with a press of sail to get up with them.—At *ten*, the haze clearing up, discovered the enemy's force to be twenty-seven sail of the line, with many frigates, armed ships, &c.

At half past ten, the Fox cutter captured a Spanish merchant brig: the Enemy's Fleet at this time endeavouring to form, in line of battle, on the starboard tack. At half past eleven, our van ships, Culloden, Orion, Prince George, and Colossus, being up with their rear ships, opened their fire; which became general in a short time. At *noon*, the fleet in close action with the enemy's fleet. At half past noon, the body of the Spanish Fleet, consisting of nineteen sail of the line, wore, and formed their line on the larboard tack: part of their Fleet being at a small distance a-head, in action, with part of our Fleet, our Admiral made the signal to tack, and cut through the enemy's line; which was effected by several of our ships: the rest of our Fleet still in action with the separated ships of the enemy, to prevent their joining their Fleet.

At *one*, the Colossus lost her fore-yard, and fore-top-sail-yard, being shot away by the enemy; a Spanish three-decker perceiving this, bore down to take her:—backed our main-topsail to support her; preparing at same time to take her in tow. The Spanish ship seeing us determined not to quit her, they wore ship, and stood from us. Several of our ships tacked, that were in action with the separated ships of the enemy: we filled our main-topsail, and made sail a-head. At *two*, his Majesty's ship Captain began the action on the larboard tack; followed close up by the Culloden, Blenheim, Prince George, Orion, and Diadem, which were soon in action; the body of our Fleet coming up with all possible sail set. At half past two, P. M. the Action became general:—The Admiral made the signal to engage the enemy closer. At *three*, observed one of the enemy's two-decked ships had struck her colours, and had hoisted an English jack over Spanish colours. At half past three, the Spanish Ship Salvador del Mundo, which we were engaging, struck her colours, and hoisted an English jack:—lowered down the cutter from the stern, and sent our First Lieutenant to take possession of her; then made sail a-head, and renewed the action.

At *four*, the Spanish Ships San Josef and San Nicholas, being much disabled, fell aboard of each other; his Majesty's Ship Captain, at that time in close action with the San Nicholas, boarded and took her: a short time after, the three-decked ship San Josef struck also. At ten minutes past four, we got abreast of the Spanish Admiral, the Commander in Chief, a four-decked ship:—Opened a heavy fire on her; as also did the Blenheim soon after, the fore and mizen masts of the Spanish ship went over her side; and being otherwise totally disabled, at fifty-five minutes after four she struck her colours, and hoisted English ones: but we could not take possession of her, as several of their heavy ships, which had been but little in action, came down to her assistance; and the day being far spent, we discontinued the action, and brought to on the starboard tack, in close order of battle, with the four Spanish men of war prizes to leeward—the Spanish Fleet in a line a-head, on the larboard-tack, to windward of our line. Observing several of their large ships bearing down, as we supposed to rake the Britannia, both of us opened an heavy fire on them: which obliged them to haul off. At *six*, both English, and Spanish Fleets, lying to, on different tacks: Ship's company employed all night repairing our damages, to be ready to renew the Action at day-light, next morning.

February 15. At day-light, the enemy's Fleet, consisting of twenty-two sail of the line, to windward of ours, in a line of battle a-head, and on the larboard tack. The Spanish Admiral's ship almost out of sight to leeward, with a Spanish frigate towing her.—Our prizes in company. People employed repairing and splicing the rigging, in expectation of the Spanish Fleet coming down to renew the engagement: got all clear for battle, but the Spaniards kept to windward. At *two* P. M. took one of the prizes in tow. At *three*, anchored with the Fleet, and prizes, in Lagos Bay; where next day we put on shore about 3000 Spanish seamen and soldiers—the Spanish Fleet then out of sight.

MR. EDITOR,

MANY methods having of late been proposed to prevent drowning; I have sent you the following one, made use of by the Chinese, perhaps for many centuries.

"In the year 1730, I was passenger in a ship from Batavia to China, burthen about four hundred tons, called the Pricade, Francisco Xavier commander, freighted by English, Chinese, and Portuguese. Near the coast of China, we met one of those storms called a Tutfoon (*Tsiu fong*), or a great wind; which carried away all our masts, bowsprit, and rudder; and in our hold we had six feet of water, expecting every moment the ship would founder: we consequently were consulting our preservation. The English and Portuguese stood

in their shirts only, ready to be thrown off; but the Chinese merchants came upon deck, in bamboo habits, which had lain ready in their chests against such dangers, and they were thus constructed: four bamboos, two before, and two behind their bodies, were placed horizontally, and projected about twenty-eight inches; these were crossed on each side by two others, and the whole properly secured; leaving a space for their bodies, so that they had only to put it over their heads, and tie the same securely, which was done in two minutes, and we were satisfied they could not possibly sink. A representation of the above is annexed."

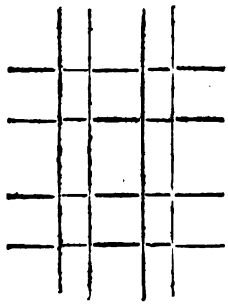


PLATE XXII.

THIS view of Nassau, in the island of New Providence, was taken from some drawings made on the spot by Capt. Piercy Fraser, of the Royal Navy, now commanding the Nymphe, 36 guns: a friend of his, who possesses the original drawings, was so obliging as to permit us to make a sketch from them.—The view is taken from the westward; and shews the town, and shipping in the harbour, the masts of the vessels appearing over the town: near the entrance is seen a frigate cruising.

In the fore-ground is introduced a Schooner, built according to the mode that is adopted in the island: the vessels of New Providence are much esteemed for being very fast sailers, and good Sea Boats. In many respects they resemble the Bermudians; being chiefly constructed after the same plan.

Nassau, the seat of government of the Bahama Islands, situated in lat. 25. long. 77. 30. is well adapted for carrying on an extensive trade with America, Cuba, and the Floridas. The island is strongly fortified, and has a commodious and safe harbour: under the mild administration of its present Governor, Colonel William Dowdeswell, and the wise policy of Government, it is rapidly increasing its commerce; which may also be known from the number of new buildings.—The Bahama Islands are very numerous; and it is much to be regretted *that a proper survey of them has not been taken—they are too little known to the Mother Country.* Besides New Providence, the following islands are settled, and in cultivation:

1. Great, and Little, Exuma.
2. Long Island.
3. Crooked Island.
4. Eleuthera.
5. Harbour Island.
6. Abaco Andro's Island.
7. Rum Key.
8. The Cayces's.
9. Turk's Island, &c.

The chief staple is Cotton. It is in contemplation to publish a more particular account of the Bahamas, as soon as proper information, and materials are collected.

View of Nassau in the Bahamas.

CORRESPONDENCE.

REMARKS,

(COMMUNICATED TO THE EDITOR)

ON TIMEKEEPERS, THE COMPASS, &c.,

BY JOSEPH WHIDBEY, ESQ.

MASTER ATTENDANT AT SHEERNESS YARD, LATE MASTER OF THE * DISCOVERY SLOOP, CAPTAIN VANCOUVER.

Mr. Whidbey surveyed 3000 leagues of the N. W. shore of America.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

WHEN a TIMEKEEPER is received on board a ship, the greatest care should be taken to have it immediately secured in some convenient place in the cabin; where it may be the least liable to be moved during the voyage: it should never be touched but at the time of winding up, which ought to be at noon, and then with the greatest care, particularly avoiding circular motion. The makers of these instruments will affirm, that it is unnecessary to be thus particular in the care of them; and will tell you they may be carried about in the pocket, and moved from place to place, without being the least affected by it. I can only say, that I have been in the habit of using Timekeepers for some years; and notwithstanding the sanguine expectations of the makers, as to their perfection, in my experience I have found the above precautions necessary:—I have frequently known Timekeepers to alter their rates, in carrying them from the Ship, to the Observatory; and again from the Observatory, to the Ship; when I have every reason to suppose, that had they remained quiet on board, there would have been no alteration in their rates. I do not mean to say this will universally be the case; I have had many instances to the contrary; I should hope that as so many skilful men, are at this time employed to bring this useful piece of mechanism to perfection, they will ultimately succeed in obviating every objection, that possibly can be started against them. Not that I allow the above to be an objection against Timekeepers: because a rate may be given them, without moving them from the place where they were first fixed, as I shall explain hereafter.

I would only express that too much care cannot be taken of an instrument, which will answer so grand a purpose as that of ascertaining a Ship's exact position, almost at any time, in any part of the Ocean.—When a Timekeeper is received on board; its rate, on the number of seconds it gains, or loses, in twenty four hours; with the

* Mr. Whidbey was afterwards Master of the Sans Pareil.

time, which it was fast, or slow, of mean time at Greenwich, on some certain day, is given from the Observatory with it. It will not be amiss to note this rate carefully every day at noon, in a book kept for that purpose; so that it may be known at any time, without any farther calculation, what the Timekeeper is fast or slow of mean time at Greenwich. If the Timepiece is slow of mean time at Greenwich, and losing; add its daily rate, to its error, every day.—What is here meant by error, is the quantity the Timepiece is fast, or slow, of the meridian reckoned from; and not the error that is occasioned by any irregularity in the going of the machine, and which to the extent of it would occasion a wrong determination of the longitude: this sum must be added to the time it shows, to give Greenwich mean time: if it is slow, and gaining, subtract its daily rate and the remainder, to the time shewn by it, for the Greenwich mean time: if the Timekeeper is fast, and gaining, add the daily rate, and subtract the sum; or if it is fast, and losing, subtract the daily rate, and subtract the remainder, from the time shown by the Timekeeper, to obtain the Greenwich mean time. It is evident that when the Timepiece is fast, and losing, its error will decrease, till it becomes slow; and then the error will increase: also if it is slow, and gaining, its error will decrease till it becomes fast, and then will increase. When by this correction of the Timepiece, the mean time at Greenwich is known, all that is wanted, is the mean time at the Ship. The difference between them, is the longitude in time: which is West, when the Greenwich mean time is the greater of the two; and East, when it is the less.

To prevent the moving of a Timepiece, the observer should be provided with a pocket watch, having a second's hand. This should be compared with the Timepiece, noting the difference, both immediately before, and after, taking altitudes. If the difference be not the same before, and after, correct it in the proportion of the elapsed times, before you apply it to the time shown by the pocket watch, to give the time shown by the Timepiece. The rate of a Timepiece should often be tried; and if it is found to have altered, a new rate should be given. The alteration may be discovered, and a new rate given as follows:—In any harbour, which has been regularly surveyed, and the latitudes and longitudes well ascertained, the bearing of any two points will determine the Ship's position on the chart: thus the Ship's latitude is known. Let altitudes be taken, and from them find the longitude by the Timepiece: if this differs materially from the Ship's longitude, it is fair to conclude that the Timekeeper has altered its rate—If the Ship stays a week or ten days in the same place, a new rate may be given it, by taking altitudes as often as is convenient until the Ship sails; noting the difference of the longitudes given by the Timepiece the first and last day: then turning this difference into

time, and dividing that time by the number of days from the time of taking the first altitudes, to the time of taking the last: the quotient will be an increase, or decrease, to be applied to the old rate. If the place be to the westward of Greenwich, the Greenwich time is greater than the time at the place; consequently if the Timepiece gives a greater longitude on the last day than it did at the first, it is gaining; if a less, it is losing: if the place is to the eastward of Greenwich, the contrary is true. By this mode the rate of a Timepiece may be found on board; and indeed I would always recommend this method, particularly to those who have the charge of navigating a Ship. Undoubtedly the best, and surest mode, of finding the rate of Time-keepers, is by a well regulated clock on shore, or by equal altitudes taken by an Astronomical Quadrant. As neither of these can be used on board a Ship, a substitute is required. I know of none better than a Quicksilver Horizon; which with care can never lead to any error: it is therefore far preferable to the Sea Horizon, which is liable to a considerable error. When I have been in an Observatory, finding the rate of Timepieces by a well adjusted Astronomical Quadrant; I have frequently, for experiment sake, tried the Quicksilver Horizon, and brought out the rate the same as by equal altitude. I have found the Quicksilver Horizon capable of fixing the latitude of a place, nearly as accurately as an Astronomical Quadrant. It is made small enough to be carried in the pocket—With a sextant it may be called a portable observatory; and a person may with these two instruments regulate his Timepieces, wherever he may chance to stop. The Quicksilver Horizon shews twice the true altitudes: *i. e.* Suppose the sun's altitude is taken by a Quicksilver Horizon, and measures on the sextant 90°; half that sum, or 45° will be the altitude of the sun's lower limb: which is to be treated as a common altitude; except that there is no correction for the dip of the Horizon.

Let us now suppose a Timepiece to be fixed in a Ship: the observer to be provided with a Quicksilver Horizon, a sextant, and a pocket watch, with a second's hand, which goes tolerably well, and that he wishes to find the rate of his Timepiece: let him set his pocket watch to the same second with the Timepiece, if it is a stop watch; otherwise let him compare it, noting the difference; then let him go on shore with his Quicksilver Horizon, and take altitudes: let him immediately return on board, and compare again: and if the pocket watch has altered its difference from the Timepiece, let him make the proper proportion for the error, according to the elapsed times, as above directed, to find the time which the Timepiece shewed when the altitudes were taken: with this, the altitudes may be used as if the Timepiece had been taken on shore; and in this way the rate may be found. I should remark, that when the observation is made, the sun's

altitude should not be less than 9° as late as 9h, or half past 9h, if at it is in the morning; or about the same distance from noon, namely half past two in the afternoon. This method is much superior to that where the sea horizon is used: indeed it is very little inferior to that by the Astronomical Quadrant. If a person is near an Observatory a rate may be given to a Timepiece, without moving it; merely by setting the pocket watch with the Timepiece, and comparing it with the clock at the Observatory several times a week. If a Timepiece is brought on board without a rate, and it is not known how much it is fast or slow of Greenwich mean time; or if it has been let down while on board, (by which latter case I shall illustrate this point;) if the ship remains in the same place ten or fourteen days, a rate may be given it in the following manner.—Wind it up, and set it going as near Greenwich time as possible; in order that the difference may be little, between Greenwich time, and the Timepiece. Suppose on Sept. 26, 1797, I let my Timepiece down, and set it going on the 27th, I take the altitudes at 9h 2′ 16″ by the Timepiece: and I find my apparent time to be 2h 53′ 18″ from noon; this subtracted from 12h (the observation being in the morning) leaves 9h 6′ 42″. The equation taken from the Nautical Almanac for that time (9′ 13″) being subtractive, leaves 8h 57′ 29″: this then is not the solar, but mean time. This time applied to 9h 2′ 16″, makes a difference of 4′ 47″.—If by this method you find the same difference every day, the Timepiece is going at mean time; if the difference is greater, the Timepiece is gaining the increase of difference every day; if the difference is less, the Timepiece is losing the decrease of difference, every day: because in this case, the Timepiece shews a greater time, than the mean time worked. If the Timepiece had shewn a less time, than the mean time worked, the contrary would have been the case.

The various uses of Timepieces can only be known to those, who are in the habits of working, and studying them. I believe I have sufficiently explained in what manner they are to be taken care of, and how their rates are to be found, and managed; it only remains for me to explain their uses, as far as my experience enables me. The *first*, and most essential, is with the latitude, to ascertain the exact place of the ship, any day, and several times a day, if necessary, in any part of the ocean, when the sun is visible. *Secondly*, it has before been recommended to take altitudes about 9h, or half past 9h in the morning, for finding the longitude. Having these, you will always be sure of the first of double altitudes, should there be any appearance of losing the meridional altitude by clouds, or mist, arising near noon. Thus, it may frequently happen that the Navigator may have both longitude, and latitude; when, without the use of a Timekeeper, he might be disappointed of both. *Thirdly*, it very often happens, par-

tinularly in high latitudes, that in a cloudy day, the Sun will show itself on, or about, passing the meridian. Having a Timepiece you can tell, within a minute, when the sun is on the meridian; if an altitude can be caught about that time, even so far as ten minutes before, or after; the sun passes the meridian, that altitude will give the latitude nearly: for in such latitudes, particularly when the sun's declination, and the latitude, are of different names, the sun's altitude alters very little in ten minutes on either side of noon. *Fourthly*, Timekeepers are of great use, in carrying on lunar distances, from one day to another; so that a number of observations may be brought to one point. Altitudes being taken at the proper time by the Timepiece, the apparent time thus obtained, will answer for any lunar distances taken in the course of the succeeding twenty four hours. The method of carrying on, or deducing the time of taking the distances, to the time of taking altitudes for the longitude, may be illustrated as follows:

Suppose that altitudes are taken for the longitude in the morning and that several sets of lunar distances are observed in the afternoon; Take the elapsed time, from observing the altitudes, to the time of each set of distances; and when the Greenwich time of the distances is brought out, subtract this elapsed time, from the Greenwich time of each set: each remainder will be a Greenwich time when the altitudes were taken, and will produce an observed longitude for that time; not for the time when the distances were observed. On the contrary, if lunar distances are observed, before altitudes are taken for the apparent time; the elapsed time of each set, must be added to the Greenwich time, to bring each set up to the time when the altitudes were taken.

Observations of Lunar Distances also may be carried on from one time to another, so as to enable the observer, after having gained a number of sets, on each side of the moon, to bring them all to one point, by the Timepiece, and get a mean of all the observations; which will give nearly the true longitude, if the observations are good. —This may be explained as follows:

Suppose on January 20th, I observe six sets of lunar distances; on the 21st, four more; on the 23d, six sets more:—the 23d being the last day, when the distances are in the Nautical Almanac, on that side the moon, I bring each set of distances to the time when the altitudes were taken on their respective days; I then take the difference of longitude, shewn by the Timepiece, on the 20th, and 23d, at the time altitudes were taken on each day: I apply that difference to each set taken on the 20th.—I do the same between the 21st, and 23d: each set will then be brought to the time, when altitudes are taken on the 23d; in all sixteen sets. The mean of these, if the

observations are good, cannot be far from the truth; and the result may be brought to noon on that day, by the Log.—But to be more certain of the observed longitude, I will carry on the sixteen sets, as above directed, till I have obtained sixteen sets on the other side of the moon. These thirty-two sets being all carried on, to the last day of observing their mean, I may consider as nearly the true longitude. By this method you may judge whether Timepieces have altered their rates, or no; and may even give them a new rate, in the same way that you would have done in harbour, as I have before explained. Thus the lunar distances, and Timepiece, may be made to go hand in hand with each other, to discover the ship's true longitude. A Timepiece must be a very bad one indeed, if it will alter its rate to such a degree as to affect the observations, while carrying on as I have described. A small difference of rate they are all liable to, but this will not materially affect the observations. There is a small correction to be made at the time of the year, when the daily difference of the equation is great. If the elapsed time between the altitudes, for the apparent time, and the lunar distances, be many hours, it will make an error of some miles of longitude. This error, arising from the difference between mean and solar time, is not of much consequence at sea, or any where but in the Observatory; where an astronomer is finding the exact longitude of his place, by lunar distances, eclipses of Jupiter's satellites, occultations, transits, &c.

When there are more Timepieces on board a ship, than one, the same apparent time may be made to answer, to find the longitude by them all; by comparing the one, by which the altitudes were taken, with all the rest. Take the elapsed time between observing the altitudes, and comparing; if the comparison is made after the observation, subtract this elapsed time from the time, shewn by the second Timepiece, when the comparison is made: the remainder is the time when the altitudes were taken, by the second Timepiece: proceed then, as in common, to apply the error of its rate. The difference then between its time, and the mean time at the ship, will be the longitude in time. For example: Suppose altitudes were taken by No. 1, at $20^h\ 50'\ 51''$; No. 2 was compared with it at $13^h\ 29'$ (by No. 2), and shewed at that time $12^h\ 44'\ 36''$.—The elapsed time between observing altitudes, and comparing, is $2^h\ 38'\ 9''$; which taken from $12^h\ 44'\ 36''$, leaves $10^h\ 6'\ 27''$; which is the time by No. 2 when the altitudes were taken.—Suppose No. 2 to be slow of mean time at Greenwich $38'\ 40''$; that added to $10^h\ 6'\ 27''$, gives $10^h\ 45'\ 7''$, which is the mean time at Greenwich, according to No. 2.—Suppose the mean time at the Ship to be $9^h\ 30'\ 56''$; the difference between these

mean times is 1ᵐ 14′ 11″, which turned into longitude is 18° 32′ 45″; and as the mean time at Greenwich, is greater than that at the Ship, the longitude is west. You may proceed in the same way with any other Timepieces on board.

In addition to the observations, already made on Timepieces, I must advert to *the very great importance of these instruments to officers, charged with Fleets, or Convoys, with respect to making short passages from one part of the world to another* —A person who has a good Timepiece will be enabled to steer straight courses. This will shorten the distance much; and by that very circumstance will frequently enable him to get a fleet into port, before a shift of wind, which might otherwise keep him out a long time. It will likewise give an officer a good chance of escaping the vigilance of a superior enemy; as he need not, according to the common system of navigation, run into the latitude of his port, in which his enemy may be cruising a few degrees of longitude to windward for him. He may run his longitude down thirty, or forty, leagues, north or south of the port, as it may happen, till he is nearly or exactly in the longitude of it; and then steer north, or south, to his destination, as the case requires. This mode of navigation might prevent the capture of many a valuable ship, and would certainly, by shortening the passages, in many instances, cause a great saving, not only to Government, but to the Merchant.

The use of Timekeepers, in marine surveying, is so well understood by those, who have a knowledge of that science, that it is unnecessary for me to say any thing on that head.

Before I quit this subject entirely, I beg leave to make a few *observations on Compasses, and the present method of observing the variation*: considering this as not totally unconnected with the present enquiry, and as a point in navigation well worth attention. The present method of observing the Variation, is to fix the Azimuth Compass on a stand, or three-legged stool; and move it about the Ship, as the observer finds most convenient, to obtain the observations. When this is gained, that variation is generally applied to the Ship's course, steer'd by another compass; when the two compasses may in all probability differ half a point; consequently, the true course of the Ship will not be known. From experience, resulting from a variety of observations, I would recommend that the variation should be observed in that part of the Ship, where the Compass stands by which she is steered; that is in general on the midship binnacle. Care should be taken to compare the Compass, in the binnacle, with the Azimuth Compass. The Navigator will then know exactly, how the Ship is steered. Without these precautions, the Ship's course may often be so incorrectly known, as to expose her to much danger. Indeed I

make no doubt that this has been the cause of losing many a Ship. I have very often observed the variation on the midship binnacle, and directly afterwards, on the gangway, the forecastle, and the poop. In general I have found a difference of 3°, and sometimes more; I have even known a difference of 20° between observing on the midship binnacle, and in another part of the Ship; when there was not near so much iron about this part, as about the binnacle.—I have known Azimuth Compasses make a difference of 3° or 4° in variation, one with another, the observation being made in the same spot: I have known Azimuth Compasses give a different variation, the observations being made in the same place on different days. It is not uncommon to find common Compasses differ half a point, and sometimes more, with each other: these circumstances must by no means be neglected, if a Ship is to be well navigated.

In observing the variation, the Card ought never to be stopped, but left with a free vibration. The observer should place himself before the nonius; and, by the shadow of the sun from the vanes, he may observe exactly the mean vibration of the Card. Thus he may gain the true bearing of the sun itself: he may write down his observation, and even take the altitudes, so as to require no assistance. To be more certain of the variation, the observer ought to take six sights; turning the Compass round each time, to be sure the Card does not hang; and to work the mean of these six sights for the Azimuth.

I have before observed, that The Compass has some connection with my subject, I mean as to assisting in the navigation of a ship; I will, in conclusion, observe, that although the Timepiece will give the longitude, from day to day, there are intervals of time, for instance in thick weather, or even in the night, when it may be of consequence to know your situation, and you can receive no assistance from it:—you have no other resource then, but your Compass; a resource, which ought by no means to be neglected, considering how great the risk is. With the assistance of a Timepiece, a frequent and careful attention to Lunar observations, and great correctness as to Compasses; a Navigator need seldom be alarmed about his situation.—I should hope a spirit of emulation will arise, not only in the King's Service, but also in that of the merchants, on this subject, which will be the means not of increasing our property alone, but also of saving many valuable lives.

TO THE EDITOR.

SIR,

IN reading the voyage of the late Capt. Vancouver (page 85, vol. 2d), I observed an account of the Dædalus store Ship taking fire in Resolution Bay, Marquesas; owing to the heating of some spare beds,

packed up when wet, or damp. This induced me to recollect the various substances likely to occasion fire, by heating, which of all misfortunes in the most dreadful at sea: many cases in point may be instanced—the few I know are at your service.

It has been my constant practice, to order all straw to be thrown overboard, when unpacked. I forbad any bottles being packed in straw, or hay; but allowed them to be packed with oakum:—there not being a sufficient quantity, I procured saw-dust; in which some bottled porter burst, and mixing with the saw-dust, heated so much, that if, according to custom, the saw-dust had not been often examined, it would in the space of an hour have taken fire. An old officer, in one of the Dock-Yards, informed me, he believed the frequent fires in the Dock-Yards were occasioned by the heating of the hemp, and old rope; often put away wet, or damp, in the store houses, but almost always the latter.—The Galley Haven, near Petersberg, in Russia, was burnt by some old rope, and tallow, heating together, until the fire broke out; which consumed all the galleys, and their store houses.

Wine may be stowed in safety with dry oakum; but porter, or spruce beer (liable to burst the bottles), should be only stowed in sand, as a ship may otherwise be burnt.—Not long since a new oil cloth, that was damp, being folded up, heated, and took fire; and the house, in which it was, would have been burnt, but for the timely discovery. The Opera House in the Hay-Market was supposed to have been burnt from the above-mentioned cause. L.

We are favoured with a copy of the following Letter from Captain HARDING, of the Prince of Wales's Fencibles: which appeared in the *Cork Herald*, December 8, 1798.

HAVING seen in the *Cork Herald* of the 5th instant, a letter from a passenger on board the Britannia: which, though written with a good intention, seems to reflect on me, as neglecting to provide properly for the recruits, on board her, under my care; I request you will take the trouble of making as public as you can, the following, which you may depend on, as being a correct statement of the provision I laid in for them:—Two hundred weight of sea bread; one hundred and ten threepenny loaves; two hundred weight of cheese; one barrel (two hundred weight) of beef; forty-two gallons of porter; ten gallons of whiskey, for grog; some wine and sugar for emergency; one water pipe, containing one hundred and twenty gallons, which I saw filled on the morning previous to our sailing. On Monday (the day we sailed), I found the water in the pipe had been diminished,

and actually had a boat alongside the ship, for the purpose of taking it on shore to fill it: but as the wind and weather both promised a short and prosperous voyage, and by waiting to fill the pipe we should have lost a tide, I was tempted to sail with the quantity that was in it, (about forty gallons): the master had two casks, containing seventy gallons each, full of water, the quantity he always took with him, and found fully sufficient for his passengers. We could not make land for seven days, a circumstance very unusual; the sufferings of the hold passengers, who by the severity of the weather were kept below hatches, were much increased by the heating of some raw hides: this however did not affect the woman who died, as she was in the forecastle. The horses having got loose, and by their ungovernableness endangering the vessel, were put to death by the unanimous desire of all the passengers. The water held out so well, and was so well husbanded, that near a pint was distributed to each person on Saturday; and we had some gallons left, when we had the good fortune on the Sunday following to get into Crookhaven; where the hospitality of the Rev. Mr. Tisdale, and the inhabitants, gave us every relief we stood in need of: half the provisions I put in were not consumed."

MR. EDITOR,

THE following Naval Monuments, which have been decreed by Government, were assigned to the skill of the following Sculptors:

Captain Harvey, and Captain Hutt,	The late Mr. Bacon, and Sons.
Captain Montague,	Mr. Flaxman.
Captain Burgess,	Mr. Banks.
Captain Faulknor,	Mr. Rossi.

I have not heard to whom the ever-lamented Earl Howe's Monument is given. There is still in the possession of Mr. Bacon's sons, a Monument which their father executed for Admiral Murray; it was ordered by the Duke of Athol, and only waits for the inscription and arms.

MR. EDITOR,

AS it too frequently happens, that a person labouring under an imputation of some fault, however innocent he may be, is deemed guilty by many, in consequence of their being ignorant of the whole transaction, I have thought it but just to send you the following sentence, of a Court Martial: not having seen an account of it in any of the public prints.

At a COURT MARTIAL, assembled and held on board his Majesty's Ship Invincible, in Fort Royal Bay, Martinique, on Monday the 15th day of July 1799, and continued by adjournment until Thursday the 18th following:—William Cayley, Esq. Captain of his Majesty's Ship Invincible, and Senior Captain of his Majesty's Ships, and Vessels, in Fort Royal Bay, Martinique, *President*.—*Captains*, Robert Barton; Adrian Renou; Edward Rotheram; and Samuel Warren.—*Judge Advocate*, T. Goodchild.

The Court, in consequence of an order from Henry Harvey, Esq. Vice-Admiral of the White, and Commander in Chief of his Majesty's Ships, and Vessels, employed, and to be employed at Barbadoes, and the Leeward Islands, and in the Seas adjacent, dated the 13th instant, proceeded to the Trial of CAPTAIN RICHARD MATSON, of his Majesty's Ship Daphne, on a charge exhibited against him, by George Baker, *Second Lieutenant*; George Alexander, *Acting Master*; John Allen, *Purser*; and William Bowles, *Master's Mate*, of his Majesty's Ship Daphne, by letter dated the 8th instant, and therein transmitting, to the Commander in Chief, written papers, containing evidence, as given to them, by *John Rouse*, *William Jones*, *Owen Owens*, and *John Weath*, also belonging to his Majesty's said Ship, of his having been guilty of crimes, highly scandalous and detestable:—the Court, having heard the evidence, produced on the part of the Crown, in support of the charge; and what the prisoner had to offer in his defence; and very maturely, and deliberately considered the whole; *is unanimously of opinion*, that the charges have not in any degree been proved, and that they appear to them malicious, malignant, groundless, and vexatious, in the fullest extent: and do therefore *most honourably acquit the said Captain Richard Matson, of all and every part of the charge*; and he is hereby most honourably, and unanimously acquitted of all, and every part of The Charge, accordingly.

It appears to the Court, that *John Rouse*, belonging to his Majesty's Ship Daphne, who was produced on the said trial; did in the course of his examination, prevaricate, in his evidence: this Court doth therefore order the said *John Rouse* to three months solitary imprisonment, in such place as the COMMANDER IN CHIEF shall please to direct.

The Court begs leave to communicate, to the COMMANDER IN CHIEF, their sense of the very dangerous confederacy, which has been continued against the said CAPTAIN RICHARD MATSON, by *Philip Brown*, and *George Baker*, *Lieutenants*; *George Alexander*, *Acting Master*; *John Allen*, *Purser*; and *William Bowles*, *Master's Mate*, of his Majesty's Ship Daphne: wherein it appears, that they have

acted in direct opposition to an act of parliament, made in the thirty-seventh year of the reign of his Majesty, King George the Third, intituled, "An Act for the more effectually preventing the adminis-"tering, or taking, unlawful oaths"—And are further of opinion, the conduct of the said Officers, on this occasion, ought to be investigated, as it is highly dangerous to the Public Service, by affixing dates to the declarations of the evidence, which the said evidence have solemnly declared never to have given in.—*Signed*, W. CAYLEY; BARTON; RENOU; ROTHERAM; and WARREN.

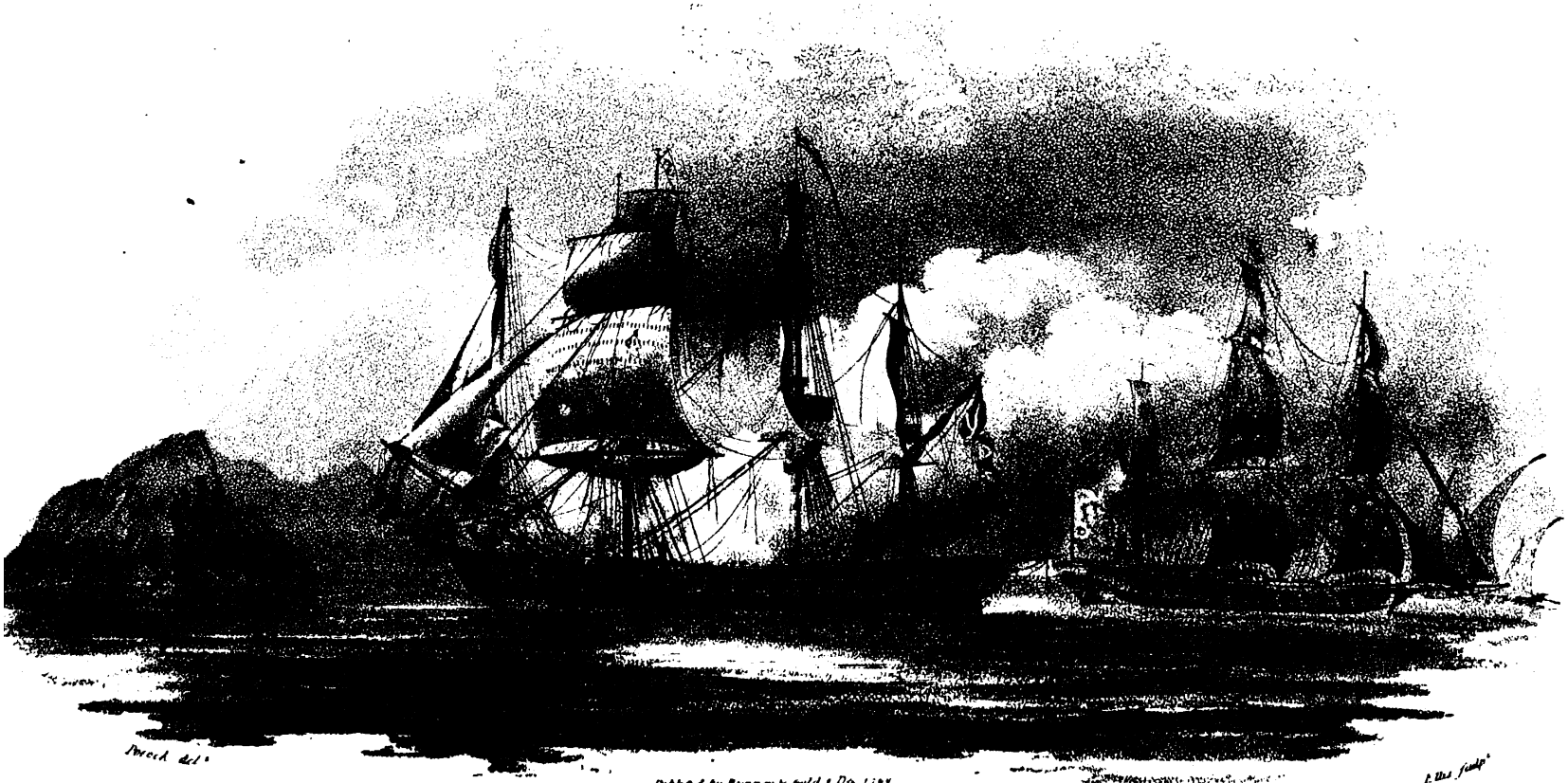
There is no Service more meritorious, yet at the same time more arduous, and ungrateful, than the charge of Convoys. It is true indeed that the underwriters, and merchants, are never wanting in manifesting their sense of obligation by tokens of regard, and their respect, by Public Thanks; yet still many are overlooked.—A fleet of vessels, deeply laden, and most of them comparatively speaking heavy sailers;—weakly manned, and sometimes leaky, demands the greatest skill, perseverance, and patience, to keep them together. Shoals of privateers, follow and watch the Convoy, until a gale of wind, or a fog, separates the heavy sailer, and the unskilful, from the rest.—CAPTAIN RICHARD MATSON, when Commander of the Beaver Sloop, convoyed a fleet of merchantmen, in 1797; and again in the Daphne, April 1798, conducted another from St. Vincents to St. Kitts. We insert the above at the request of the different Masters of the Ships; who declare, that they shall ever retain the most grateful sense of CAPTAIN MATSON's exertions, and diligent conduct.

MR. EDITOR,

YOU will probably think the following instance of Naval Spirit, worthy of a place in your Chronicle: L. J.

This Action, as gallant as any perhaps ever recorded, took place last year in the neighbourhood of Naples, some time previous to the French taking possession of that place.

About four leagues from the Port, the HERALD, of the island of Jersey, a letter of marque, of about 80 tons, and ten guns of different calibres (three, four, and six pounders) and 28 men, laden with cod fish, was attacked *by three French privateers*, at once; one of whom mounted five eighteen pounders, the two others eight four pounders each.—Pickstock, Commander of the Herald, after a short but animated address to his ship's company, began a most furious engagement:—it lasted upwards of three hours—when the Frenchmen sheered off, much shattered, with the loss of thirty men, in killed and wounded. During the night, of the same day, a Felucca, with twenty-two men, suddenly appeared alongside of the Jersey-man, determined to board him: but a broadside from the Herald sent them all to the bottom.



Action on the 21st July 1780, between the Porcupine of 24 Guns & two Spanish Xebecs of 30 Guns each.

On his arrival at Naples, Captain Pickstock received the highest marks of attention, and respect, from all ranks, for his spirited behaviour.—Prince Augustus (of England) honoured him twice with an invitation to breakfast, and presented him with an hanger, of considerable value; marked with the initials of his Royal Highness's name A. F.—Mr. Veers, a gentleman of his suite, presented Mr. Pickstock with a pair of pistols; he was also received by Sir William Hamilton with great attention. The English merchants presented the crew with two hundred dollars. Captain Pickstock returned to Jersey, having completed his voyage from that island to Naples, and back again, in ten weeks.—The Herald in the above action, had not a man killed, or wounded: but her masts, yards, and rigging, were all cut to pieces. The Frenchman's loss was learnt afterwards by letter.

PLATE XXIII.

REPRESENTATION of the Close of the first Action, fought to the Westward of the *Colobres Rocks*, on the coast of *Valencia*, July 22, 1780, between his Majesty's Ship *Porcupine*, of 24 Guns, and 160 Men, Sir CHARLES H. KNOWLES, Bart. Commander, and two *Spanish* Men of War, Xebec * Ships, Polacre rigged, of 36 Guns, and 300 Men each; who were beat off after an Action of One Hour, and Forty Minutes.

FIRST ACTION.

ONE of the xebecs fired a broadside at the Porcupine, to windward, and then ran a cross her forefoot; at the same instant the other xebec bore away under the Porcupine's stern, and raked her; on which the Porcupine bore up before the wind, between the two, and engaged both sides:—the xebec on the starboard side hauled off on the starboard tack, and after some time the one on the larboard side hauled off, considerably damaged, on the larboard tack.

The following is that part of the action, which the annexed sketch is intended to represent.—The Porcupine hauled up for the xebec on

* The sails of the Xebec are in general similar to those of the Polacre, (a representation of which was introduced in plate 21, page 401,); but the hull, says Falconer, is extremely different from that, and almost every other vessel. The xebec is constructed with a narrow floor, to be more swift in the pursuit of the enemy, and of a great breadth. As these vessels are usually very low built, their decks are formed with a great convexity from the middle of their breadth towards the sides, in order to carry off the water, which falls aboard, more readily by their scuppers: a platform of grating extends along the deck, from the sides of the vessel to the middle. When a xebec is equipped for war, she is occasionally navigated in three different methods, according to the force, or direction of the wind.

the larboard tack, nigh the Colobres Rocks. The crew of the Porcupine gave her three cheers; which offended the Spaniards so much, that they bore down within pistol shot to board their antagonist: but their courage failing at the moment; the xebec had her choice of boarding, running against the rocks, or tacking with her stern to the Porcupine: the latter was preferred; when the xebec received three broadsides, whilst in stays:—there was not a Spaniard to be seen in her decks; and she fell off, with her sails aback, across the stern of the Porcupine; and then hauled all together, and made sail away, not having fired a shot.—A third vessel appearing in chace, the Porcupine made sail to the eastward; and a running fight soon after commenced from the bow guns of the enemy, and stern guns of the Porcupine.

SECOND ACTION OF THE PORCUPINE, AND XEBECS.

The Porcupine shortened sail on the starboard tack; and a xebec to windward engaged her for above half an hour; the other xebecs being far astern:—the xebec to windward set her fore-sail, and top-gallant-sails, at the moment the other xebec raked the Porcupine within pistol shot; on which the Porcupine wore round, and met her with the larboard guns. The vessel in chace, was a Latine Xebec of sixteen, or eighteen, guns, which lay-to, during the action.

The Porcupine hauled round on the larboard tack, with the xebec engaging her for a considerable time, without receiving a shot. The xebecs made sail at once from the Porcupine, which then wore, and passed, engaging on opposite tacks, the other xebec:—this concluded the action.

The following is the GAZETTE LETTER, dated Admiralty Office, November 24, 1780:

Port Mahon, July 26, 1780.

"You will please to acquaint their Lordships, that the Porcupine being on a cruise on the coast of Valencia, three leagues distance from the Colobres Rocks; on Saturday the 22d instant, at four o'clock in the morning, we saw two sail a-head, standing for us, which appeared to be enemies cruisers of superior force; we tacked to the eastward, and stood from them, and prepared for action:—as the day advanced, we perceived they were two Spanish Xebec Ships, polacre rigged; by their superiority in sailing they came fast up with us:—about six, being within gun-shot, they hoisted Spanish colours, and fired a gun to leeward; about eight minutes after six, the enemy being on our weather quarter, we shortened sail, hoisted our colours, and gave the headmost ship a broadside. Here the action commenced, and continued until twenty minutes past

seven, at which time the enemy sheered off. The largest xebec carried twenty-six, or twenty-eight * nine-pounders, and the smallest twenty-two, or twenty-four.—A third vessel appearing in sight, who was endeavouring to join them, and the Colobres being within half a mile of us, we made sail from them, and stood to the eastward; the enemy shortly after wore, and stood after us; about nine, the headmost ship began to fire her bow chace at us, which we returned from our stern:—the third vessel joined them, which was a xebec latine-rigged, who lay-to, to windward of them, during the following action.—At ten minutes past ten, the xebecs being close up with us, we shortened sail, and another action began, which lasted till half past eleven; at which time they sheered off again. We then made sail, and stood on as before; soon after they tacked, and stood after us, under an easy sail, till two o'clock; at which time they tacked, and stood from us. We had four men wounded; the Porcupine received but little damage in the action. I cannot sufficiently applaud the spirited behaviour of the inferior officers, and Ship's company.

"CHARLES HENRY KNOWLES."

To Philip Stephens, Esq.

VICISSITUDES OF COMMERCE.

IN 1346, at the taking of Calais, Yarmouth assisted the King with forty-three ships, on board of which were 1075 mariners. It appears by the roll of the high fleet of Edward III. before Calais, that there were 700 ships, and 14,151 mariners, employed on that memorable occasion; and that Fowey then supplied the King with more sailors than any sea-port in England, London not excepted. The following is part of the list:—Fowey, 47; Yarmouth, 43; Dartmouth, 31; Plymouth, 26; Shoreham, 26; London, 25; Bristol, 24; Sandwich, 22; Dover, 21; Southampton, 21; Winchelsea, 21; Weymouth, 20; Looe, 20; Newcastle, 17; Boston, 17; Hull, 16. The ships carried from sixteen to thirty men, and the average might be about twenty-five to thirty each. The Navy of England was at that period fitted out something in the mode that the militia is now; every sea-port, and other considerable town, being obliged to furnish its quota; the King, on the part of Government, furnishing twenty-five ships. The scale of importance of the different towns of that day, (453 years ago) when compared with what they are now, affords a most striking proof of the vicissitude to which commercial places are liable; Fowey, in Cornwall, then sent near twice as many ships as London did, and the names of many towns which stood rather high on the list, are now nearly forgotten.

* We stated their strength as superior to this; which we have reason to think, was afterwards found to have been the case.

unusual matters of office; and that too even where a sensible scarcity calls aloud for the utmost care.

Speaking of the temperature of the North Pacific Ocean, the same judicious and accurate author (*Mr. Kirwan, in his Estimate of the Temperature of different Latitudes*) observes, that this part of it is contracted in lat. 66° to the narrow space of forty miles; and in lat. 52° it occupies the space of only 30° in breadth, from east to west, that is, about 1300 miles; whereas the Atlantic in lat. 52° is about 2700 miles in breadth, and is nowhere contracted to a less space than 700 miles. Add to this, that the coasts of Asia on the one side, and those of America on the other, are bordered with high mountains covered with snow for a great part of the year; and numerous high islands lie scattered between both continents. From these circumstances we have sufficient reason to conclude, a priori, that this sea should be much colder, than that portion of the Atlantic contained between the same parallels; for, during the winter, the mountains that line the coasts, are cooled to a much greater degree, than the flat coasts of the Atlantic; and the sea, where narrow, is entirely frozen: in summer, heaps of ice, being long sheltered from the sun, by the islands, are carried down into lower latitudes, and the snow remains long unmelted on the mountains; so that he is inclined to think, that the annual temperature of it, is at least four degrees below that of the standard in each corresponding latitude. But the observations either on these seas, or the neighbouring coasts, are not as yet sufficiently numerous, to determine, with any precision, the mean temperature of any of these parts.

The EUXINE, or BLACK SEA. This laves the shores of Taurida, and a part of the governments of Caucasus and Ekaterinoslaf. It is divided into the Euxine proper, the Pontus Euxinus, computed to be 1000 versts in length, and 500 in breadth; and the sea of Azof, the Palus Meotides of the antients, which not including the bay of Taganrok) is stated to be 200 versts long, and 160 versts broad. Both these are now entirely within the confines of the Russian Empire. The most important of the bays they form, are: 1. The Liman at the mouth of the Dnieper. 2. The bay near Perekop; and 3. that close to Yenicaly. These seas have but few islands in the vicinity of the Russian coasts; the most considerable of them is Taman.—The principal harbours here, are—Kaffa *, Sebastopol, Koslof, Balaklava, and some others. At the western extremity of these seas, within the province of Taurida, is a very large pool, called Sivasli, or the Putrid Sea, which is about 240 versts long and 14 broad.

* Now Theodosia.

tions; and the plan was carried into execution, the same winter, by the Empress Catharine, who sent a small company of literati, provided with a paper of instructions, which Peter had framed with his own hand. They returned in 1730, after having penetrated very far towards the north.—The Empress Anne was desirous of prosecuting these important researches still farther, and ordered the formation of a new company, in which Behring was to be employed as captain of the Ship. Kamtshatka was again the point of departure for making the principal discoveries, with orders to neglect nothing that might shed any light on the knowledge of the globe. One part of this society was to navigate the Northern Seas, while the others were to repair by land to Kamtshatka over Siberia.

Mr. Tooke is of opinion, that were The Baltic subject to a considerable flux and reflux, the inundations of Petersberg would be incomparably more terrible, and in all probability not much inferior to the remarkable spring tide at Bristol, which often, in particular circumstances, increases to fifty, or even to sixty feet. However, it is possible that storms prevailing in the North Sea during the time of the spring tides, which impel together an extraordinary quantity of water into the Baltic, may remotely contribute to the inundations which happen at St. Petersberg, when the winds that act to that end combine with these circumstances.—Mr. Tooke remarked, that no winds are particularly predominant in Russia. According to the observations kept since 1725, there are annually from ten to sixteen tempests. Of these the most injurious to Navigation are those that come from the east; because they occasion the water of the Cronstadt Gulf to be so low, that no ships of burden can come up; the western tempests are more prejudicial to the City, by causing a swell of the Neva, and at times inundations.—In describing the forests of Russia, our author observes, that this empire contains a great diversity of trees. The large oak forests in the government of Kazan are spared and managed with care, as the Crown is supplied with Ship-Timber from them: the oak forests in Livonia, and Esthonia, are but small; in Siberia they are not found to grow.—The proper culture of Timber, in many, or even in most parts of the empire, is still to be reckoned among the

unusual matters of office; and that too even where a sensible scarcity calls aloud for the utmost care.

Speaking of the temperature of the North Pacific Ocean, the same judicious and accurate author (*Mr. Kirwan, in his Estimate of the Temperature of different Latitudes*) observes, that this part of it is contracted in lat. 66° to the narrow space of forty miles; and in lat. 52° it occupies the space of only 30° in breadth, from east to west, that is, about 1300 miles; whereas the Atlantic in lat. 52° is about 1700 miles in breadth, and is nowhere contracted to a less space than 700 miles. Add to this, that the coasts of Asia on the one side, and those of America on the other, are bordered with high mountains covered with snow for a great part of the year; and numerous high islands lie scattered between both continents. From these circumstances we have sufficient reason to conclude, a priori, that this sea should be much colder, than that portion of the Atlantic contained between the same parallels; for, during the winter, the mountains that line the coasts, are cooled to a much greater degree, than the flat coasts of the Atlantic; and the sea, where narrow, is entirely frozen: in summer, heaps of ice, being long sheltered from the sun, by the islands, are carried down into lower latitudes, and the snow remains long unmelted on the mountains; so that he is inclined to think, that the annual temperature of it, is at least four degrees below that of the standard in each corresponding latitude. But the observations either on these seas, or the neighbouring coasts, are not as yet sufficiently numerous, to determine, with any precision, the mean temperature of any of these parts.

The Euxine, or Black Sea. This laves the shores of Taurida, and a part of the governments of Caucasus and Ekaterinoslaf. It is divided into the Euxine proper, the Pontus Euxinus, computed to be 1000 versts in length, and 500 in breadth; and the sea of Azof, the Palus Meotides of the antients, which not including the bay of Taganrok) is stated to be 200 versts long, and 160 versts broad. Both these are now entirely within the confines of the Russian Empire. The most important of the bays they form, are: 1. The Liman at the mouth of the Dnieper. 2. The bay near Perekop; and 3. that close to Yenicaly. These seas have but few islands in the vicinity of the Russian coasts; the most considerable of them is Taman.—The principal harbours here, are—Kaffa *, Sebastopol, Koslof, Balaklava, and some others. At the western extremity of these seas, within the province of Taurida, is a very large pool, called Sivash, or the Putrid Sea, which is about 140 versts long and 14 broad.

* Now Theodosia.

The BALTIC, or EAST SEA, anciently called Variatzkoie morè, or the sea of Variaghi, lies westward of Russia *. That part of it which washes the coasts of the governments of St. Petersburg, Reval, and Viborg, is called the Gulf of Finland, which is about 400 versts long, and 100 broad; and the part extending between the government of Riga and the island Œsel, is called the bay of Riga. The chief harbours in this sea are: 1. Riga (or Dunamunde). 2. Reval. 3. Pernau. 4. Habeal. 5. Rogervik, now called Baltic Port. 6. Petersburg (or Cronstadt). 7. Viborg. 8. Frederickshamm; and 9. Arensburg, on the isle of Œsel. The principal islands in this sea, belonging to Russia, are: Dago, Œsel, Cronstadt, Hochland, Tytersaari, Lawensaari, Peinsaari, and Seitsaari. There are great fisheries in these parts, and numbers of seals are taken; but far more considerable is the navigation: as it may be computed that every year upwards of 2000 ships of burden pass to and from the Russian ports alone. Much skill and caution are requisite for navigating this sea, and especially the gulf of Finland, both on account of the heavy gales of wind so frequent here, and the multitude of rocks and shelves with which these seas abound. The water is but moderately salt, and has a very perceptible current, so that in northerly winds it is almost fresh to the taste. It is affirmed, on very good foundation, that the water of the Baltic is continually decreasing †.

Cronstadt, the Portsmouth of Russia, is correctly described with its different naval and commercial buildings.

Cronstadt was built by Peter the Great in 1710, as a town, and harbour for ships of war, and merchantmen, to which purposes he had already designed it on laying the foundations of St. Petersberg.—The Man of War's Mole, as it is called, in its present state, is well worth the attention of the curious; and accordingly is visited by the numerous travellers that take Petersburg in their route, with great satisfaction. It is inclosed by a strong and elegant rampart built of granite in the sea, under the direction of that gallant commander and upright man, the late Admiral Samuel Greig, to whose unwearied activity and uncommon talents the Russian Navy is so highly indebted, and whose loss will not easily be compensated to the empire. Here are also the celebrated Peter's Canal, and the docks. The canal was begun under Peter the Great, and completed by General Lubras in the reign of

* Ptolomy calls this sea Venedicus sinus; Tacitus, Mare Suevicum: and Pliny speaks of it under the name of Codanus sinus. The Russians call it Baltiskoe morè; and the Swedes, Oster-Sjon.

† According to repeated observation made in Sweden, the Baltic is found to subside at the rate of 45 inches, in every 100 years.

Where wild Disorder holds her wanton reign,
And careless mortals frolic in her train,
Bending beneath a hammock's friendly shade,
See Æsculapius all in arms display'd:
In his right hand th'impending steel he holds,
The other, round the trembling victim folds;
His gaping myrmidon, the deed attends,
Whilst in the pot the crimson stream descends;
Unaw'd young Galen bears the hostile brunt,
Pills in his rear, and Cullen in his front;
Whilst muster'd round the Medicinal Pile,
Death's grim militia, stand in rank and file.
In neighbouring mansions, lo! what clouds arise,
It half conceals its owner from our eyes;
One penny light with feeble lustre shines,
To prove the Man in high Olympus dines;
Let us approach—the preparation view,
A Cockpit Bread is surely something new,
To him japan her varnish'd joys denies;
Nor bloom for him the sweets of Eastern skies.
His rugged limbs no lofty mirror shows,
Nor tender couch invites him to repose.
A pigmy glass upon his toilet stands,
Crack'd o'er, and o'er, by awkward clumsy hands;
Chesterfield's page polite, the Seaman's Guide,
An half-eat biscuit, Congreve's Mourning Bride,
Bestrew'd with powder, in confusion lie,
And form a chaos to th'intruding eye:
At length, this meteor of an hour is drest,
And rises an Adonis from his chest;
Cautious he treads, least some unlucky slip,
Defiles his cloaths with burgou, or with flip;
These rocks escap'd, arrives in *statu quo*;
Bows, dines and bows, then sinks again below.
Not far from hence a joyous Group are met,
For social mirth, and sportive pastime set;
In cheering grog the rapid course goes round,
And not a care in all the circle's found.
Promotion, mess-debts, absent friends, and love,
Inspir'd by Hope, in turn their topics prove;
To proud superiors then, they each look up,
And curse all discipline in ample cup.

Hark! yonder voice in hollow murmur swells!
Hark! yonder voice the MID TO DUTY calls!—
Thus summon'd by the gods, he deigns to go,
But first makes known his consequence below:
At slavery rails, scorns lawless sway to h—ll,
And d—ns the pow'r allow'd a white lapell:
Vows that he's free—to stoop, to cringe disdains;
Ascends the Ladder, and resumes his chains.

In canvass'd Birth, profoundly deep in thought,
His busy mind with Sines, and Tangents, fraught,
A MID reclines—in calculation lost!
His efforts still by some intruder crost:
Now to the longitude's vast height he soars,
And now formation of LAPLACE'S explores;
Now o'er a field of logarithms bends;
And now to make a pudding he pretends.
At once the Sage, the Hero, and the Cook,
He wields the Sword, the Saucepan, and the Book.
Oppos'd to him a sprightly messmate lolls;
Declaims with Garrick, or with Shuter drolls;
Sometimes his breast great Cato's virtue warms,
And then his task the gay Lothario charms;
Cleone's grief his tragic feelings wake,
With Richard's pangs th' ORLOPIAN CAVERN shake.
No more The Mess for other joys repine;
When pea-soup entering shews 'tis time to dine.

But think not meanly of this humble Seat,
Whence sprung the Guardians of the British Fleet;
Revere the sacred spot, however low,
Which form'd to martial acts—an HAWKE, an HOWE.

ADMIRAL LORD DUNCAN.

"UPON Batavia's danke, and sullen coaste,
I sawe his weather-beaten pennants flie,
Taunting their sluggish barques to battel!
At length in ruefulle moment gave they saile,
And at their verie thresholde met their fate!!
The dreadful worke of Nations thus performed,
Soon did the furie of his front subside;
And when their Chieftain's banner graced his feete,
A sigh of sympathie came sweetlie forthe,
Presage of something nobler still, when all
The bitterness of wrathe was done away."

Vortigern and Rowena.

Gazette Letters *.

ADMIRALTY OFFICE, AUGUST 10.

Copy of a Letter from Vice-Admiral Rainier, Commander in Chief of his Majesty's Ships and Vessels in the East Indies, to Evan Nepean, Esq. dated in Bombay Harbour, April 1, 1799.

SIR,

I HAVE much pleasure in acquainting you, for their Lordships' information, that Captain Cooke, of his Majesty's ship La Sybille, captured the French national frigate La Forte, of much superior force, on the 28th of February last, off the Sand-Heads of Bengal river, after a well-fought night action, wherein Captain Cooke appears to have displayed the greatest degree of courage, presence of mind, and professional abilities, and to have been nobly supported by the intrepid conduct of his officers and crew, part of which consisted of a company of his Majesty's Scotch brigade, embarked by order of his Excellency the Governor General, on La Sybille's ship's company having been so much reduced by deaths, and debilitated by the severe illness contracted last year at Calcutta, during the repair of that ship, on which account many of them were left ashore at the hospital, and most of the remainder of her old and valuable crew in a weak state of convalescency.

I feel the most sensible concern in acquainting you, that the universal joy and satisfaction diffused over every countenance, on hearing the news of this gallant capture, of so much importance to the trading part of the community, and also to the public service, was considerably damped on being informed that Captain Cooke's wounds were of so dangerous a nature as almost to preclude every hope of his recovery.

I transmit a copy of Lieutenant Hardyman's letter on the occasion, containing a brief account of the action, addressed to General Sir Alured Clarke, K.B. Vice President of the Government of Fort William, as it was communicated to me by his Excellency the Earl of Mornington, then at Fort St. George, who had been pleased to testify the most sincere regret for Captain Cooke's melancholy situation.

It may be proper to inform you, that my not having received Lieutenant Hardyman's account of the action is owing to the uncertainty where to address me, but which I shall inclose, if it arrives in time.

I am informed, by an officer in the Marine of this port, who was on board La Forte last September at the Mauritius, that she mounted thirty four-pounders on the main deck, fourteen nine-pounders, and eight thirty-six pounders, carronades, with a line of brass swivels on a flush deck, continued from the quarter-deck to the forecastle.

It appears she passed Achin-Head nearly about the same time his Majesty's ship Sceptre did, with the convoy from the Cape of Good Hope, and did not reach the Sand-Heads till the usual time was expired for expecting any of the enemy's cruisers thereabout.

You will please to inform their Lordships, that I shall order La Forte to be purchased and commissioned for his Majesty's service, agreeable to the custom of the service, and appoint Lieutenant Hardyman to the command, till their Lordships' pleasure is known.

I have the honour to be, &c. &c. &c.

PETER RAINIER.

SIR, *His Majesty's ship La Sybille, Balasore Roads, March 2, 1799.*

I beg leave to inform you, that in consequence of a report that the French frigate La Forte was in the Bay, his Majesty's frigate La Sybille sailed from Madras on the 19th of February, to cruise for her, and had the good fortune to fall in with her in these Roads on the 28th, when, after an action of one hour and forty minutes, during which she was totally dismasted; with very little comparative damage to his Majesty's ship, I have the satisfaction to acquaint you that she struck.

* We shall endeavour in our next, which concludes the present volume, to bring the GAZETTE LETTERS up to the end of the present year.

I much lament that, to this intelligence, I must add that of the death of Captain Davis, of Lord Mornington's staff, who came a volunteer on this occasion, and who unfortunately fell early in the action; and with great regret I must also acquaint you that Captain Cooke is (it is feared mortally) wounded.

The number of killed and wounded on board La Forte is not yet correctly known, but it is stated to be very considerable. On board La Sybille three killed, wounded 19.

I have to request that you will order as speedy a conveyance as possible for Captain Cooke, who, if he survives, will proceed to Calcutta; and that you will please to give the necessary orders that conveyances to Calcutta may be provided for the prisoners and the wounded.

I have the honour to be, &c. &c. &c.

L. HARDYMAN, First Lieutenant.

General Sir Alured Clarke, &c. &c. &c.

ADMIRALTY-OFFICE, AUG. 13.

Extract of a Letter from Rear-Admiral Lord Nelson, K. B. to Evan Nepean, Esq dated Bay of Naples, 27th of June, 1799

I am happy in being able to congratulate their Lordships on the possession of the city of Naples Saint Elmo is yet in the hands of the French; but the castles of Ovo and Nuovo I took possession of last evening, and his Sicilian Majesty's colours are now flying on them.

Extract of another Letter from Rear-Admiral Lord Nelson, K. B. to Evan Nepean, Esq. dated Bay of Naples, 14th of July, 1799.

Herewith I have the honour of sending you copies of my letters to the commander in chief, and the Capitulation granted to the French in St. Elmo. All the chief rebels are now on board his Majesty's fleet. Capua and Gaieta will very soon be in our possession, when the kingdom will be liberated from anarchy and misery.

MY LORD, *Foudroyant, Bay of Naples, 13th July, 1799.*

I have the pleasure to inform you of the surrender of Fort St. Elmo, (on the terms of the inclosed Capitulation), after open batteries of eight days, during which time our heavy batteries were advanced within 180 yards of the ditch. The very great strength of St. Elmo, and its more formidable position, will mark with what fortitude, perseverance, and activity, the combined forces must have acted Captain Troubridge was the officer selected for the command of all the forces landed from the squadron. Captain Ball assisted him for seven days till his services were wanted at Malta, when his place was ably supplied by Captain Hallowell, an officer of the most distinguished merit, and to whom Captain Troubridge expresses the highest obligation. Captain Hood, with a garrison for the Castle Nuovo, and to keep good order in the Capital, an arduous task at that time, was also landed from the squadron; and I have the pleasure to tell you, that no capital is more quiet than Naples. I transmit you Captain Troubridge's Letter to me with returns of killed and wounded. I have also to state to your Lordship, that although the abilities and resources of my brave friend Troubridge are well known to all the world, yet even he had difficulties to struggle with in every way, which the state of the Capital will easily bring to your idea, that has raised his great character even higher than it was before. I am, &c.

NELSON.

Right Hon. Lord Keith, Commander in Chief, &c. &c.

MY LORD, *Antignano, near St. Elmo, July 13, 1799.*

Agreeable to your Lordship's orders I landed with the English and Portuguese marines of the fleet on the 27th of June; and after embarking the garrisons of Ovo and Nuovo, composed of French and rebels, I put a garrison in each, and on the 29th took post against Fort St. Elmo, which I summoned to surrender; but the Commandant being determined to stand a siege, we opened a battery of three thirty-six pounders, and four mortars, on the 3d inst. within 700 yards of the Fort, and on the 5th, another of two thirty-six pounders. The Russians, under Captain Baillie, opened another battery of four thirty-six pounders and four mortars against the opposite angle, intending to storm it in different places as soon as we could make two practicable breaches in the work. On the 8th, I added four more mortars; and on the 11th, by incessant labour,

we opened another battery of six thirty-six pounders within 180 yards of the wall of the garrison, and had another of one eighteen pounder and two howitzers, at the same distance, nearly completed. After a few hours cannonading from the last battery, the enemy displayed a Flag of Truce, when our firing ceased, and their guns being mostly dismounted, and their works nearly deſtroyed, the inclosed terms of Capitulation were agreed to and signed.

In performing this service I feel much satisfaction in informing your Lordship, that I received every possible assistance from Captain Ball for the first seven days, when your Lordship ordered him on other service, and did me the honour to place Captain Hallowell under my orders in his room, whose exertions and abilities your Lordship is well acquainted with, and merit every attention.

Lieutenant-colonel Stricklands, Major Creswell, and all the Officers of Marines and men merit every praise I can bestow, as does Antonio aldineo de Gama and the officers and men belonging to her most faithful Majesty the Queen of Portugal; their readiness on all occasions does them great honour. The very commanding situation of St. Elmo rendered our approaches difficult, or I trust it would have been reduced much sooner: the ready acquiescence to all our demands, and the assistance received from the Duke de Solandre, I beg may be made known by your Lordship to his Sicilian Majesty.

I feel also much indebted to Colonel Tschndy, for his great zeal and exertions on all occasions.

I have the honour to be, &c.

Right Hon. Lord Nelson, K. B. J. TROUBRIDGE.

Copy of a Letter from Rear-Admiral Lord Nelson, K. B. to Vice-Admiral Lord Keith, K. B. dated Foudroyant, Naples Bay, July 13, 1799.

MY LORD,

His Sicilian Majesty arrived in this Bay on the 10th, and immediately hoisted his standard on board the Foudroyant, where his Majesty still remains with all his Ministers. I have the honour to be, &c.

NELSON.

ADMIRALTY OFFICE, AUGUST 20, 1799.

Copy of a Letter from Vice-Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated at Martinique, the 21st June, 1799.

SIR,

You will be pleased to acquaint their Lordships that Captain Ekins, in his Majesty's ship Amphitrite, captured, on the 31st ult. off Martinique, after a very long chace, the Democrat French schooner privateer, belonging to Guadaloupe, of twelve guns and eighty men, and carried her to Barbadoes. She is a fast sailer, and had for some time past eluded the vigilance of our cruizers.

I have the honour to be, &c.

HENRY HARVEY.

ADMIRALTY-OFFICE, AUG. 24.

Copy of a Letter from Vice-Admiral Dickson to Evan Nepean, Esq. dated at Yarmouth, 20th inst.

SIR,

Herewith I transmit, for their Lordship's information, a letter from Captain Boorder, of his Majesty's sloop L'Espiegle, stating his success in company with the Pylades, in having cut out, burnt, and took possession of the vessels therein mentioned; and beg to recommend Captain Boorder to their Lordships' particular notice for his activity and zeal for the service, not only exemplified in this but other preceding instances.

I am, Sir, &c. &c. &c.

ARCH. DICKSON.

SIR, *His Majesty's sloop L'Espiegle, Yarmouth Roads, Aug. 20, 1799.*

I have to acquaint you of my arrival at this anchorage with his Majesty's sloop under my command, and of my having, in company with the Pylades sloop and Courier cutter, cut out and took possession of, on the 11th inst. from Shiermannikoog, the Trash gun brig, (formerly in our service,) mounting twelve guns, eighteen, twenty-four, and thirty-two pounders: as also having

burnt a schooner, of 70 men; likewise took possession of a row boat, of 30 men; we then landed on the island (having previously drove the men from the battery), spiked four pieces of cannon, and brought off two brass field pieces, four pounders. The Crash made an obstinate resistance from forty to fifty minutes, and then struck.

I am happy to add not more than two men were killed on our side, and three wounded, and recommend the Crash as an excellent vessel well calculated for his Majesty's service, being of a small draught of water. I cannot but express my satisfaction on our keeping the ships afloat, as in many places our soundings proved there to be not more than fourteen feet, the Espiegle drawing twelve.

I am, Sir, &c. &c. &c.

Vice-Admiral Dickson. JAMES BOORDER.

ADMIRALTY OFFICE, AUG. 27.

Extract of a Letter from Admiral Lord Duncan, Commander in Chief of his Majesty's Ships and Vessels in the North Sea, to Evan Nepean, Esq. dated at Sea, the 21st inst.

By the inclosed Letters their Lordships will see the little squadron under Captain Sotheron's orders have not been idle. I shall not trouble their Lordships with a comment on the gallantry and the exertions of the officers and men employed on that service by Captain Sotheron, as it speaks for itself; and shall only say, I think Captain Mackenzie and Captain Boorder deserve the attention of their Lordships, as does Lieutenant Searle of the Courier, and other officers that have distinguished themselves.

His Majesty's Ship Pylades, between the Island of Schiermonikoog and the
SIR, *Main Land of Holland, Aug. 12, 1799.*

As you must have observed the greatest part of our proceedings yesterday, I have little more to do than inform you that every officer and man behaved very much to my satisfaction. We found the Navigation very difficult, from the wind being nearly right down; at times there was not two feet water more than this ship draws, and the channel is so narrow that there was not room to go more than twice our length.

The service is much indebted to Mr. William Gray, Master of this ship, whom I had previously sent to sound, and who took charge of her up alongside of the Crash Dutch gun-vessel.

Lieutenant Searle of the Courier cutter, from working fast to windward, I ordered to engage her until this ship or L'Espiegle should get up, which she did in the most gallant manner, considering she is five times the cutter's force.

The Dutch officer fought the Crash a great deal longer than I imagined he would have done, as this ship and L'Espiegle were a great part of the time within half pistol-shot: both vessels have received considerable damage in their rigging and yards. The boats, previous to the ships getting into action, were sent to attack the large gun-schooner, which lay to the eastward of a sand, but she ran on shore, keeping up a heavy fire upon the boats, by which one man was killed in the Juno's cutter. This ship had one man killed and three wounded.

The Crash's force is twelve carronades of thirty-two, twenty four, and eighteen pounders, and sixty men.

Thinking it for the good of his Majesty's service to fit and man the Crash, for the purpose of acting against the enemy's remaining force, I have appointed Lieutenant Slade, first of the Latona, to command her.

One of the enemy's gun-schooners is hauled on shore on the Main; the other, called the Vengeance, of six heavy guns, two of them long twenty-four pounders, and seventy men, with a large row-boot, is under a battery of six heavy guns, on the Island of Schiermonikoog, where I am informed there are 300 armed men: if I can find water you may depend upon my attacking them.

I have the honour to be, &c. &c.

Frank Sotheron, Esq. &c. A. M'KENZIE.

His Majesty's Sloop Pylades, between the Island of Schiermonikoog,
SIR, *and the Main Land of Holland, Aug. 14, 1799.*

In my Letter to you of the 12th instant, I informed you of my intention to attack the enemy's force on Schiermonikoog; I sent Mr. Gray to sound, which

he did with great diligence, and fortunately found a small channel; in the mean time, being in want of vessels for gun-boats, I dispatched the boats under the Lieutenants Campbell and Humphreys at high water, to endeavour to cut out a schoot or two from under the protection of the schooner on the Main: they could only get at two; one of them was burnt, the other brought away, although the schooner kept up a well directed fire. I immediately had her fitted out with two twelve-pound carronades, called her the Undaunted, and gave the command of her to Lieut. Humphreys, of the Juno: at 3 o'clock yesterday afternoon I ordered the vessels to move on to the attack, viz.

The Crash, Lieut. Slade and Mr Moody, Master of the Juno, 12 carronades.

Undaunted, Lieut. Humphreys, two twelve-pound carronades, with Lieut. M'Donald, of the Marines.

Latona's launch, Lieut. Campbell, one twelve pound carronade.

Pylades's launch, Lieut. Cowan, one twelve-pound carronade.

Pylades's cutter, Mr. Ryan, acting Lieutenant, and all the other small boats, some with swivels, others only small arms. The Courier cutter was intended to cover them, but unfortunately grounded, and it was with great exertion she was saved; they went on till they grounded within half pistol-shot of the shore, under a heavy fire from the schooner and battery, and latterly small arms; but when they got a little placed, their fire soon drove the enemy from their batteries, and the people of the schooner finding Lieutenants Humphreys and Campbell going to board her, all run on shore; having set fire to her, which was found impossible to be extinguished, she was therefore burnt.

I am unable, as no person was taken belonging to her, to state her loss of men, but it must have been considerable. While that was doing, Lieutenant Cowan landed and spiked the guns on the enemy's battery, and with getting more assistance from all that could land, brought off two brass field pieces, and spiked another twelve-pounder. The row-boat and twelve schoots are taken. I have given orders for all the vessels to collect round this ship. I am much obliged to Mr. Hatfull, Purser of the Latona, who, with Mr. Cowan, Surgeon of this ship, and Mr. Smith, Surgeon of L'Espiegle, with several others, were Volunteers on this business.

I could not indulge every one who requested to go, in particular Mr. Rhode, Purser of this ship, as almost all the other officers were gone, and it was absolutely necessary to have some persons on board I could depend upon, for a reason I will hereafter explain to you.

What is most extraordinary, we have not lost one man killed or wounded: a great deal of merit is due to Lieut. Slade, who commanded the whole; and in short to every officer and man employed.

It would afford me great pleasure if I could, without a breach of delicacy, when mentioning an officer of equal rank, inform you of the abilities of Capt. Boorder, and the assistance I have received from him.

I have the honour to be, &c. &c. A. M'KENZIE.

Frank Sotheron, Esq. Captain of his Majesty's Ship, Latona.

Latona, at anchor off the Buoy at the Entrance between Schiermonikoog and Ameland, Aug. 14, 1799.

I informed your Lordship we meditated an attack on the enemy with the ships you were pleased to place under my orders, whenever we found an opportunity. I have to transmit two Letters I have received from Capt. M'Kenzie. It is impossible for me to express by words the high sense I have of his, Capt. Boorder's, and Lieut. Searle's conduct. I mention their names as being Commanders of ships, who had the honour of acting on this occasion. The more this attack is enquired into, the more I am convinced it will redound to the credit of his Majesty's arms. Capt. M'Kenzie will deliver this packet, than whom a more deserving gallant officer does not exist; and he has now requested me to make particular mention of his Brother Officer Capt. Boorder, to whom he attributes great part of his success. I am happy to say he makes most honourable mention of my friend and First Lieut N.r. Slade, who is upon all occassions a truly deserving and active officer. The Juno and Latona not being able to act, I may without vanity say, as we were only spectators, it has been as gallant an achievement as has ever been remembered. F. SOTHERON.

Right Hon. Lord Viscount Duncan, &c. &c. &c.

MONTHLY REGISTER
OF
Naval Events.

OCTOBER—NOVEMBER.

AMONG a number of resolutions respecting the improvement of the FRENCH MARINE, it was proposed that the sum of 82,143,166 livres, be voted for the expences of the Naval Department, independent of their pay.

NAVAL FETE AT PALERMO.

On the 3d of September, 1799, a Naval Fete was given at their Sicilian Majesties' Palace in Palermo, by their youngest son Prince Leopold, to celebrate the recovery of the kingdom of Naples. The Admirals of the British, Turkish, and Russian Squadrons, with their Officers, and a few of the principal Nobility of Naples and Palermo, attended.

Their Majesties received the company; and the young Prince, who is an amiable child of nine years of age, and educated for the Navy, did the honours of the evening in his Midshipman's uniform. The three Princesses, and the Consort of the Hereditary Prince, each wore round her neck some ornament allusive to Lord Nelson, and his victories.

The entertainment began with a magnificent firework in the garden of the Palace, allotted for the amusement of the Prince, and Princesses. It represented the English and French Fleets at Aboukir, the ever-memorable battle off the Nile, and the total defeat of the enemy's ships: concluding with the blowing up of L'Orient, and burning of the three-coloured flag.

By a singular concurrence of events, it happened to be the anniversary of the day on which arrived, at Naples, the first news of Lord Nelson's victory. The Queen took notice of this circumstance, and, turning to Cadir Bey, the Turkish Admiral, who seemed highly delighted, said, "On this day last year we received from Lady Hamilton intelligence of this great man's victory, which not only saved your country and ours, but all Europe."

After the fireworks a cantata was performed, entitled *La Concordia Felice*, "Happy Concord." It expressed the union of Parthenope and Palermo; the public joy for the delivery of the two kingdoms; loyal wishes for the prosperity of their Majesties and the Royal Family, and for that of Lord Nelson, expressed by the following lines:

"Long live the British Hero!
Long live great NELSON!
It is he that drove far from us all affliction—
It is he who gave peace to our troubled hearts."

It finished with a grand chorus, expressive of praise and gratitude towards the Allies.

Oct. 23. Letters from Naples state, that all the English Fleet had been ordered to rendezvous at Minorca, except the Foudroyant, which is gone to Palermo; and the Culloden, which remains at Naples. Meantime, the Admiral has his flag hoisted at a balcony at the house of the British Minister, or on board of an English yacht in the Mole. Naples is dreadfully afflicted by the ravages of the Calabrians, who daily commit the most savage barbarities.—Captain Troubridge was under the necessity to disembark his marines and part of his ship's company to form a patrole for the defence of the city. The King has for the present given up all thoughts of returning to his capital; and Cardinal Ruffo therefore acts as Viceroy.

His Sicilian Majesty has not only conferred on Lord Nelson the title of Duke of Bronti, with a revenue equal to 3000l. per annum, but likewise pre-

sented him with a sword superbly ornamented with brilliants, of the value of 60,000 ducats; and her Majesty has presented her portrait, magnificently set in valuable diamonds and other precious stones, to the Lady of the British Ambassador, with a medallion, on which is inscribed, "*Friendship, Gratitude,* and *Remembrance.*"

Bronti, the Neapolitan title of Lord Nelson, bears an allusion to the thunders of the battle off the Nile. Bronti was the forge of the Cyclops, wherein was made the thunder of Jove; and one of the sons of Vulcan was called Brontis.

Monday afternoon (Oct. 21), the ships of war and vessels employed in trying to get off the Impregnable, after taking out all the hands, &c. left her; so that that fine second-rate man of war is now given up as lost.

A letter from on board his Majesty's Ship Lancaster, dated at sea, Sept. 16, lat. 45. 16. N. long. 8. 48. W. contains the following intelligence: "I hope you received the letter I wrote you from Falmouth. Since that period we have had a gale of wind, and some damage has been done to some of the Fleet. The Porpoise armed Ship, bound to Botany Bay, has been obliged to return to port to refit, and two small vessels, bound to the West Indies, were upset, and foundered at sea, but most part of the crew were saved by the frigates. The Trident, of Bermudas, ran foul of another ship, when the master and almost all the crew deserted the former, and it is believed the vessel has gone to the bottom. The Gorgon saved the crew of another ship, bound to the West Indies, which foundered at sea. The Houghton East Indiaman made a signal of distress, but is now able to proceed on the voyage. The weather has become more moderate, and we have a fair wind, with 360 vessels under convoy. Sir George Young and his suite, on board this ship, are all well. He goes out not only as Governor, but Commander in Chief of the land forces at the Cape of Good Hope. Admiral Sir Roger Curtis will have the command of all the naval forces in those seas. Several of the ships in the late gale of wind carried away their top and top-gallant masts; others ran foul of each other, and received some damage."

Oct. 24. Dispatches were received at the Admiralty from Capt. Young, of the Ethalion frigate, giving the account of his having, on the 16th inst. off Ferrol, captured the Thetis Spanish frigate, from the Havannah, with one MILLION and an HALF of DOLLARS on board, besides a quantity of merchandize. The Naiad and Alcmene were in company with the Ethalion at the time, and were left within gun-shot of another Spanish frigate, said to have no less than Three Millions of Dollars on board. The Thetis arrived at Plymouth with the Ethalion. It is with much satisfaction we add, that on this occasion we have not lost a single man.

This morning the interesting intelligence that the second Spanish galleon (of which the Naiad and Alcmene were left in pursuit) had also been captured. She was taken in sight of four Spanish frigates, without their making any attempt to relieve her; she has on board above two million of dollars, and a very valuable cargo of ivory, cochineal, &c. &c.

The second Spanish galleon that was captured is called the Santa Brigida, mounting 42 guns and 320 men. Besides the treasure on board, which is estimated at between two and three millions of dollars, there was also a very valuable cargo of cochineal, sugar, coffee, &c.

The capture of these rich prizes is entitled to consideration, not merely as the success of the very meritorious officers whose fortunes they will make; they will add a million sterling in bullion to the capital of England: and they are also to be computed as a million withdrawn from the avarice of the Directory of France. [For more particulars of this valuable capture, see our *Plymouth Report.*]

Extract of a Letter from Captain Cunningham, of the Clyde Frigate, off Ushant, Oct. 18.

"Yesterday we looked into Brest, which we have not been able to do before since we left Torbay. There are about forty sail of the line apparently ready for sea; but, although we were very near, it is impossible to tell within

five or six of the number. On the 16th, we spoke a neutral, who sailed that morning, in consequence of the Danish Consul going on board to inform him, if he did not sail immediately, he would be detained, as an embargo was to take place this day. The Dane informed him, there were 48 sail of the line, and 15 or 16 frigates, mostly ready for sea. The French still continue sending vessels to the Cape, and to all parts of St. Domingo. Several have lately sailed from Bourdeaux."

The loss of specie on board the Lutine frigate was not so great as was first imagined. The return from the Bullion Office makes the whole amount to 230,000 dollars; about 140,000l. sterling.

CORK, *Oct.* 15.—Last night arrived at Cove, his Majesty's ship Revolutionaire, Capt. Twysden, with her prize, the French privateer Le Bordelais. This is the ship that did so much damage last summer off Tory Island. She is only eighteen days from France, and had taken on her present cruise a Portuguese from hence for Lisbon, and an American ship. Le Bordelais is the largest privateer that has been fitted out in France; her keel is as long as one of our 38 gun frigates; she is pierced for 26 guns on one deck; had 24 brass twelve pounders mounted, and 222 men, and is a remarkably fast sailer. The Revolutionaire came up with her with great difficulty, on Friday last, in a gale of wind; she ran 129 miles after her, in nine hours and a half; and was obliged to carry so much sail, that she strained so as to have four feet water in her hold when the chace ended. It is a fortunate circumstance to have this vessel out of the way of our trade.—Yesterday morning arrived at Cove, the French schooner L'Esperance, bound from Senegal to Bourdeaux, laden with gum, ivory, &c. This vessel was taken last Tuesday off Bourdeaux, by his Majesty's ship Cerberus, Capt. M'Namara.

The pensioners of the Royal Hospital at Greenwich, are to be augmented to sixty more in number, in consequence of admitting the wounded seamen who have suffered in the late expedition.

When the last accounts left New South Wales, the Governor was going to send Lieut. John Shortland (First Lieutenant of his Majesty's ship Reliance), in the Colonial schooner, to survey the coast. Some months previous, Lieut. Shortland discovered a very fine river, which it is thought will prove of great advantage to the colony, as, from the survey he then had an opportunity of taking, he thinks vessels from 60 to 250 tons may load there and be compleretly landlocked. The river lies N. N. E. about 63 or 65 miles from Port Jackson.

If the wreck of the unfortunate Lutine should be discovered, there may be reason to hope for the recovery of the bullion on board of her. In the reign of James II. some English adventurers fitted out a vessel to search for and weigh up the cargo of a rich Spanish ship which had been lost on the coast of South America. They succeeded, and brought home 300,000l. which had been forty-four years at the bottom of the sea. Capt. Phipps, who commanded, had 20,000l. for his share, and the Duke of Albemarle 90,000l. A medal was struck in honour of this event in 1687.

SHEERNESS, *Oct.* 24.—On Monday last, paroles were brought down here from London, for such of the Dutch Captains as were on board the ships lately taken near the Helder; and all of them, except one, have already departed for town. The Dutch ships make a very fine appearance; their sides, which are painted black and yellow, are considerably above the level of the water; they have a pendant flying at the main-top-gallant-mast, and an English ensign at the stern. There are some Dutch sailors still on board of them. A party of these fellows, to the number of fifty or sixty, some time ago, attempted to seize a small vessel near this place, and make their escape; but they were soon discovered, and compelled to abandon their project.

This town has undergone some very considerable alterations within the last six months. Before that period the communication between the Garrison and the Blue Town had been through the whole extent of the Dock-yard. This is now entirely stopped up, by means of a great paling, beyond the Commissioner's

house; and a complete and excellent road has been made, with a draw bridge on it, directly from the Garrison to the Blue Town. The object of this is to render the Dock-yard, which used to be a common thoroughfare, more private.

The messenger who arrived on the 24th from Petersburgh brought over a coat of the uniform of the Knights of Malta for Captain Popham, sent him from the Emperor of Russia, as was stated in the public prints. It was a coat embroidered at Petersburgh, as this mode of embroidery is known there better than in London, scarlet and gold, and sent by the English Minister.

Oct. 29. It has been stated that Lord Bridport's share of the prize money from the Spanish frigates will amount to *one hundred and twenty-five thousand pounds*; but this is a very erroneous calculation. His Lordship, as Commander in Chief, shares one-third of an eighth; so that if the prizes yield 800,000l. he will get about 33,000l. The other two-thirds of an eighth are divided amongst the subordinate Flag Officers. Supposing them to be six in number, they will get about 10,000l. a-piece. The four Captains of the Frigates will share about 50,000l. supposing the whole produce to be as above stated.

The Earl of St. Vincent and Lord Keith will share conjointly as Commanders in Chief, in one of the great monied prizes of the Spanish Frigates, the Alcmene (which was in company with the Triton when she captured the Brigida) belonging to the Mediterranean Squadron.

Before Admiral Mitchell left Enkhuysen, he sent the following letter to the Regency and inhabitants—

"Previous to my quitting this place, I wish to express my feelings, to convince you, that it is entirely owing to the smallness of my forces, that I do not remain to make a needless defence against superior numbers. Convinced of your agreeing with me in this point, I have thought proper, after the tidings received from Hoorn and Medemblyk, rather to evacuate the town than expose it to the vengeance of our enemies.

"It is with great concern I state, that the laws of war oblige me to destroy your armed shipping in this port, &c.; yet I find the consolation that none of the buildings of your city will receive the least injury, &c. I hope that the Members of your Provisional Regency, established by my express orders, will not suffer the least molestation; but, should I hear that any of them have been injured, I shall return with my fleet to bombard the town, until not one stone remains upon another.

(Signed) "MITCHELL, Vice-Adm."

"*On Board his Majesty's Ship Babet, Oct.* 12."

RECENT DISCOVERIES IN THE PACIFIC OCEAN.

Early in the present year, the Hunter, in her passage from New Zealand to Calcutta, fell in with two strange islands, and a very extensive range of shoals, which, not appearing in any chart extant, are presumed to be discoveries, and are thus communicated by Captain Fearn.—A small island, of a conic figure and considerable height, lat. 22. 24. S. long. 171. 50. East, lying nearly East, distant about twelve leagues from Mathew's Rock, which was seen at the same time. It is named *Hunter Island*.—A beautiful little island, perhaps four miles long, (by double altitude) lat. 60. 20. South, long. 167. 18. East. This solitary spot was found extremely populous, although the nearest known land is placed by the charts above six equatorial degrees distant. The want of a meridional observation may have caused some error in latitude, but it is hoped, not a great one. I named it *Pleasant Island*.—On the morning of the 16th of November, 1798, the Hunter made Brown's Range, bearing in the N. W., and, being unable to pass to the Eastward of them, bore away to leeward. On approaching the South point of the Southernmost (Parry's) Island, it was perceived that a long narrow reef, or shoal, projected from that point under water, till it joined a low sand island which showed itself about six miles W. half N. from Harry's Isles. This sand key was succeeded by other keys and shoals, forming an uninterrupted chain of about thirty-five miles long, by the South side of

which the Hunter ranged within a mile, and frequently half that distance, without sign of soundings. After running this track from an early till a late hour of the day, with the velocity of seven and eight miles an hour, in a direction Westerly to N. W. the course became clear; but the extent of this remarkable danger is yet unknown, as, when it deviated from our track, we could trace it, taking a Northerly direction, till lost from mast-head in the horizon.—By a lunar observation taken in sight of Parry's Isle, I agree to a mile with Captain Butler, of the Walpole, in making its longitude 192 52. East of Greenwich; its latitude being 11. 21. North.—On this chain, which occupies so large a space, W. W. N. W. N. W. (and perhaps more North) from Parry's Isles, there stands two sand Islands, or keys, having trees or shrubs on some parts of them. These I have presumed to call *East and West Danger Islands*, expressive of their nature and relative position. They form an appendage to Brown's Range, which bounds them on the East.

LOSS OF HIS MAJESTY'S SHIP NASSAU.

Extract of a Letter from an Officer late of the Nassau, dated Yarmouth, Oct. 31.

"I am sorry to inform you that the Nassau struck on a sand bank, called the Kicks, off the Texel, at twelve o'clock on Thursday evening the 14th inst. We fired guns as a signal of distress all night, but to no purpose, as it blew such a gale of wind, and the breakers were so high, that it was impossible any vessel could come to our assistance. At day-light all our hopes vanished, and death in all its dismal forms appeared. All hands were employed making a raft to save our lives, when, about eleven o'clock in the forenoon, we saw a brig making all sail possible towards us, but she could not venture within a mile and half of the Nassau, and it continued blowing so hard, that it was impossible for a boat to venture out. However, hope began to revive in us, and we sat down on the quarter-deck, about twelve o'clock, and forced down a few mouthfuls of mutton, and a glass or two of wine.

"I think I shall never forget the serious countenances of all present at this repast. We sat upon the quarter-deck, as the water had driven us from every other part, and even there the sea washed over us. About three o'clock we hoisted out one of the boats, and the Captain of Marines, Purser, and a Midshipman, along with the boat's crew, went in her to try if they could make the brig; but, alas! they had not gone above ten yards from the ship, when the boat upset, and all hands perished.

"After that accident happened, there was not a word to be heard in the ship;—all hands again desponded, till about five o'clock, when the wind began to moderate, and the brig sent her boats to and fro, loaded with our people; and about six o'clock in the evening I had the good fortune to get into one of the boats, and was put safe on board the brig.—I had hardly got on board when it again blew a hurricane, which prevented any more boats going to the assistance of the rest; 205 had by this time been placed in safety in the brig, from the Nassau. Next morning, however, there were a good number of boats, which came to assist the rest of the men and officers, and had the good fortune to save all except about 100, who perished before any assistance could be given, and by the upsetting of the Nassau's boats. We arrived here yesterday forenoon in the Jealous brig, and in all probability shall remain here until after the trial of the Captain. There was not a single person who saved any of his property except what was on his back."

LOSS OF THE BLANCHE FRIGATE, THAT WAS WRECKED ON THE COAST OF HOLLAND.

A Court Martial was held on board his Majesty's ship Expedition, in Sheerness Harbour, on Friday, Nov. 1, to enquire into the cause and circumstances of the loss of his Majesty's ship Blanche, and try Captain John Ayscough, his officers and ship's company, for their conduct on that occasion. After examining evidence, the Court was of opinion, that the ship was run on shore through the entire fault of the pilot; and therefore most honourably acquitted Captain Ayscough, the officers, and crew, of the late Blanche.

Mr. Sadler, the Chemical Professor, on going down to inspect his new-invented guns, which are on board the Thames frigate, prevented a sailor in the Captain's barge from being drowned. On leaving the frigate at night, Mr. Sadler fell into the water, and would inevitably have lost his life, had not the identical sailor jumped in to his rescue.

Baron Cederstroem, who was charged with the convoy of a fleet of Swedish vessels, bound to some port in France, and which, in consequence, was detained by our cruisers, was lately tried at Stockholm by a Supreme Council of War, and sentenced to be shot, for not having fought the English Squadron on the 12th ult. He was taken to the place of execution, but at the instant of awful preparation received the royal pardon.

HAMBURGH, *Oct.* 28. Captain Clarke, of the bye-boat, arrived at Hamburgh, reports, that the cutter L'Espiegle, picked up at sea, near Borkum, two men on their oars, the only survivors of the crew of the Lutine frigate, one of whom expired soon after his arrival at Yarmouth: the other deposed, that being under a press of sail, at about eight knots an hour, the vessel struck upon a rock, and instantly upset!

Nov. 9. The French Commissary of prisoners is not at Porchester Castle, near Portsmouth, selecting the French seamen who are to be surrendered in consequence of the Capitulation of Schagenbrug. His choice appears to be governed by the individual claims, merits, and ability of the prisoners, with only one preference, where their pretensions are concurrent, in favour of those taken by Lord Howe, on the 1st of June, 1794.

There have been lately several consultations held by the Board of Health, on the best means of protecting the country against the danger of introducing the plague by vessels coming from the ports in the Levant, and from Africa. A variety of suggestions have been made for the improvement of the plan of Lazarettos at Standgate Creek, in which much valuable assistance has been given by Sir A. S. Hammond and Dr. Blane.

By a late regulation adopted in the Council of Five Hundred, France is to have four grand ports, viz. *Brest*, *Rochefort*, *Toulon*, and *L'Orient*; and six secondary ones, viz. *Antwerp*, *Dunkirk*, *Cherbourg*, *Havre*, *Nantes*, and *Bordeaux*.

A Treaty of Peace, Commerce, Fishery, and Navigation, has been concluded between his Catholic Majesty, and the Emperor of Morocco, at Mequinez. It is a very curious Treaty, and is looked on in SPAIN as one step towards the civilization of Africa.—The Spaniards, and the inhabitants of the Canaries, are permitted to fish in the seas to the North of St. Croix, in Barbary.

EARL ST. VINCENT.

Nov. 13, A few days since Mr. Turnbull, the Chairman of the General Committee of Merchants and Manufacturers of England, trading to the Southern Parts of Europe, transmitted the following letter to the Earl of St. Vincent:—

"MY LORD,

"I have the honour, by desire, and in the name of, the Merchants of London, and the Merchants and Manufacturers of Leeds, Halifax, Exeter, Birmingham, and Norwich, trading to the Southern Parts of Europe (unanimously determined and directed by their respective Committees), to express the warm interest they take in the speedy and perfect re-establishment of your Lordship's health, and their earnest wish and prayer for the long preservation of a life of such importance to the British Empire.

"In common with their fellow-subjects, they have felt the advantages which this country has derived, from the gallantry displayed by your Lordship on various occasions; and as Merchants, an additional degree of obligation, for the zealous attention which your Lordship has shewn, on every occasion, to the support and protection of its trade and commerce, and for which they request your Lordship to accept their grateful thanks.

"It affords me, my Lord, the most heart-felt satisfaction, to be charged with communicating to your Lordship, sentiments replete with veneration, applause, and gratitude; sentiments so justly merited by your Lordship, and so cordially felt by the highly respectable body of the Merchants and Manufacturers, whom, in their mercantile profession, I have had the honour, for several years, to represent.

"Permit me also to avail myself of this opportunity of acknowledging the obligations, for which I am personally indebted to your Lordship, and to subscribe myself, with esteem and respect, my Lord,

"Your Lordship's most obedient, and most humble servant,

London, Nov. 6, 1799. (Signed) "JOHN TURNBULL."

To which his Lordship returned the following reply:

"SIR

"I am highly honoured and gratified by the approbation of the Merchants of London, and the Merchants and Manufacturers of Leeds, Halifax, Exeter, Birmingham, and Norwich, trading to the Southern Parts of Europe, and by the warm interest they take in the recovery of my health, conveyed in your obliging letter of yesterday.

"The protection of the trade and commerce of the country, I have ever considered a principal object of my public duty, and felt fully recompensed, when any efforts in the discharge of it were attended with success; for on the prosperity of our commercial navigation, the summit which Great Britain has reached, can only be maintained.

"I avail myself of this occasion, to acknowledge the advantage I have derived from your instructive correspondence; and I have the honour to be, with great regard and esteem, Sir,

"Your most obedient humble servant,

Richetts, Nov. 7th, 1799. (Signed) "ST. VINCENT."

The following Statement of the French Naval Force, was lately given in to the Council of Five Hundred, by Boulay Paty.——The Republic possesses at sea, and in the different ports of its dominions, 48 *Ships of the Line*; 50 Frigates; 42 Corvettes; 14 Brigs; 10 Luggers; 16 Cutters; 12 Avisos; 6 Demixebecs; 21 Gallies; 14 Store Ships; 25 Gun Boats; 135 Gun Pinnaces; and 177 Flat-Bottomed Boats, *constructed for the descent on England.* Besides these, there are on the stocks 13 Ships of the Line, eight of which are nearly ready for launching; 12 Frigates, ten of which are in the same state of forwardness; and 4 Corvettes, and 2 Galleys, which will also be ready for sea in a short time. According to the same statement, in the reign of Louis XIV. France was capable of putting to sea 110 Ships of the Line, and 690 other Ships of War, manned with more than 100,000 seamen.

PARIS. Bourdon is appointed Minister of Marine: a Board of Admiralty is to be formed after the British mode.

The Dutch frigate Valk, of 20 guns, one of those taken possession of by Admiral Mitchell, has recently been lost on the island of Ameland.

In the late TREATY between the COURTS OF NAPLES AND GREAT BRITAIN, it is stipulated, that we shall maintain a Fleet in the Mediterranean superior to the French; and on the part of the Neapolitans, that all their ports on the Continent, and in Sicily, should be open to the English; who should also be supplied with 3000 seamen. Naples also is to keep up a Squadron of four Ships of the Line, and as many Frigates, with other smaller vessels of war. A Treaty of Commerce is to be negotiated hereafter.

A Ship of the Line, called the Vengeur, was lately launched from the Dock-yard at Amsterdam.

Nov. 16 A seaman arrived in town, having been brought to England in the Carysfort frigate.—He states, that he was one of the sailors belonging to the Resistance frigate, blown up while lying in the Straits of Sumatra. This man, and three others, were blown out of the ship, and are the only persons saved; having existed three days on the stock of the Anchor, without provisions, floating about upon the water, till they were fortunately saved by a boat from the shore.

EAST INDIA HOUSE.

OCTOBER—NOVEMBER.

LIEUT. Col. Murray has taken possession of the island of Perim, in the Straits of Babelmandel, which he has fortified. There is an excellent harbour in this island, which Commodore Blankett intends to make the depot of his stores.

The French made a fruitless attempt to secure the sea-port of Cosire. Their failure was occasioned by the accidental blowing up of the vessel on which their ammunition was embarked.

Extract of a Letter, dated May 6.

"La Forte is under repair, and is the wonder of all that have been on board her. In case any brother seaman should wish for particulars of the action, tell them there was a 28lb. shot came through my cabin, took the centre of a large black trunk, and shivered it to atoms, carried away the two centre feet of the sopha, knocked a small hair trunk to pieces, and passed through the opposite side of the ship. All the larboard fore shrouds were shot away; all the starboard main ditto, one pair excepted; all the main shrouds on both sides."

The Britannia, Captain Dean, arrived at China from Port Jackson in the beginning of April, and reported *the loss of the ship Sydney, Captain Hannam*, which sailed from Madras on the 10th of January. Captain Hannam experienced very bad weather and contrary winds after his sailing, and did not reach the coast of New Holland till towards the middle of March, when he encountered a very heavy gale of wind, in which his vessel sprung a dangerous leak, and he was under the necessity of running her on shore, to save the lives of the crew. Having secured such part of the cargo as could be saved (nearly two-thirds) on a small island near the main, Captain Hannam dispatched the long-boat with Mr. Thompson, the chief officer, Mr. Clarke, a passenger, and thirteen men, to proceed to Port Jackson, from whence they supposed themselves distant about five or six hundred miles, in order to procure the assistance of a vessel to carry the rest of the crew and cargo there; but, the day after they left the wreck, they were unfortunately driven on shore in a gale of wind, and on landing were attacked by the natives, who killed twelve out of their number, Mr. Clarke and two Lascars only escaping, who, after indescribable hardships, at length reached Sydney Cove. Captain Hannam had arrived at Port Jackson before the Britannia sailed, and was preparing to return to the wreck with a vessel to bring away such part of the cargo as had been saved. Mr. Clarke came to China in the Britannia, and arrived at Madras a passenger in the Nancy.

The Sydney had a valuable cargo on board, which was insured in the different offices at Madras, to the amount of one lack and 25,000 rupees.

EAST INDIA SHIPPING.

The first ships, for MADRAS, are appointed to be in the Downs on or before the 15th of February next; China is likewise a part of their consignment; they consist as follow—Ceres, Captain Stevens; Lady Burges, Captain Swinton; Brunswick, Captain J. L. Grant; Queen, new ship, Captain B. Mitchell; Ditto, Captain J. B. Sampson; and two new Ships of 800 tons, not yet named, or Commanders appointed. The Store Ships to be sent to the Island of St. Helena this season, are, the Arniston, Captain Majoribanks, and a new Ship, Captain William Fairfax. The two direct Bengal Ships, it is supposed, will be dispatched about the latter end of April next, and not before; they are not yet named.—Captain Adam Cumine is appointed to command one of them. Captain Henry Meriton, who was an officer on board the Halsewell, when she struck on the Bill of Portland, in 1786, and unfortunately went to pieces, is appointed to command the Exeter, consigned to China direct.

PLYMOUTH REPORT,

FROM OCTOBER 9 TO NOVEMBER 28.

October 12. Wind S. W. Fair. Arrived the Two Friends, Smidt, from the Havannah, bound to Altona, detained by the Fowey cutter, Lieutenant Derby; also, the Centaur, of 74 guns, Captain Markham, from Torbay, to refit; Nichoal and the Charlotte packet from Guernsey; Spider schooner from the Downs, with a fleet; N. S. de Solidad from Bilboa, sent in by the Diamond frigate, and the Diedrichs, Velman, from St. Domingo for Altona, sent in by the Stag frigate. Sailed the Fanny lugger on a cruise.

13. Wind S. W. Cloudy, with rain. Sailed, the Plymouth lugger, Lieutenant Elliot, and Volkigeur, of 18 guns, Captain Shortland, on a cruise.

14. Wind N. W. Rain.

15. Wind S. W. Rain.

16. Wind S. W. Rain. The Fowey cutter, Lieutenant Derby, has taken and sent in a smuggling lugger of Fowey, from Guernsey, with 450 ankers of spirits and several bales of tobacco. Arrived, from a cruise, the Amelia, of 44 guns, Hon. C. Herbert. She spoke the Sylph, of 18 guns, Captain Dashwood (so confidently said to have been captured by the Ferrol squadron,) last night, all well. Sailed, the Bonetta, of 18 guns, Captain Vansittart, for Halifax with Government dispatches; and, for Torbay, the Captain, of 44 guns, Captain Sir R. Strachan, Bart. Arrived the Volkigeur, of 18 guns, Captain Shortland, from a cruise, with the Lydia, of New York, from Bourdeaux to Batavia, having on board a cargo of sundries and 18,000 dollars, supposed French and Dutch property. She was once an English vessel, and captured by the French.

17. Wind S. W. Cloudy. Passed up the Lisbon and Oporto fleets, under convoy of the Impregnable, of 98 guns, (since unfortunately lost off Portsmouth,) and the Excellent, 74, Captain Stopford: the latter put into Cawsand Bay with her prize, L'Arethuse brig corvette, of 18 guns and 160 men, which she captured on her passage, after a chase of 12 hours. She was bound to Cayenne, her second voyage. In turning up Hamoaze, L'Arethuse tailed afhore by the violence of the lee current of the two tides from Hamoaze and the Sound, in Fire-stone Bay, but soon got off, and went into Hamoaze.

18. Wind S. W. Rain. Arrived the Havick, of 18 guns, Captain Bartholomew, with the Swedish brig Aurora, of Gottenburgh, Sandelhus, from Teneriffe, bound to Hamburgh, with barilla, detained by her.

19. Wind S. W. Showery. Went down into the Sound, after being refitted, the Dorset yacht, Captain Sir A. Schomberg, knight.

20. Wind S. S. E. Cloudy. Sailed, with a convoy, the Attack gun-brig, Lieutenant James. Also, the Betsey cartel, with 150 French officers, for Morlaix. A list of nearly 2000 French officers, sent home on parole not to serve till regularly exchanged, has been sent to the Commissioners for Prisoners of War at this port, as it has been discovered that the French Directory oblige them to serve in their different armies on the continent. Arrived the American ship Abigail, Captain Hammond, for Bremen, laden with tobacco, taken by the Vengeance French privateer, of 22 guns and 160 men, in lat. 49. long. 15. and retaken by the Triton frigate, Captain Gore, in lat. 45, long. 20. Arrived, also, the Polly American ship, detained by the Triton.

SPANISH PRIZES.

21. Wind S. W. Fair. This day arrived the Ethalion frigate, Captain Young, with El Thetis Spanish galleon frigate, of 36 guns and 300 men, which she took after an action of two hours, on the 16th instant, in lat. 44. 23. long. 9. 15. West. The Ethalion had none killed or wounded; El Thetis 2 killed and 9 wounded. She was bound from Vera Cruz to Old Spain, and had a cargo of cocoa, cochineal, and sugar, together with one million fou r

hundred and eleven thousand five hundred and twenty-six dollars, registered, besides a great deal of treasure concealed. The Naiad, Triton, and Alcmene frigates were left in chase of her consort, of the same force and lading, and were seen from the Ethalion's mast-heads apparently within gunshot of her, when the action commenced between the Ethalion and El Thetis.

22. Wind S. W. Fair. This morning arrived the Naiad, of 31 guns, Captain Pierrepoint, the Alcmene, 38, Captain Digby, and Triton, 32, Captain Gore, with their prize, Sta. Brigida Spanish galleon frigate, of 40 guns and 300 men, from Vera Cruz for Old Spain, with one million five hundred thousand dollars, registered, and a valuable cargo of drugs, arnotto, cochineal, indigo, and sugar. The following is the account of the action, from an officer of the Triton. "On the 16th A. M. saw five ships; kept aloof, being a single ship. At ten A. M. made sail, and perceived two had separated, (viz. Ethalion and El Thetis,) from the others. We chaced the other three frigates. At nine P. M. the flying Triton passed the Naiad and Alcmene, having made the private signal. At five A. M. 17th, we struck on a reef of rocks S. of Cape Finisterre, and thought we were done for; but soon got off, made sail, and began firing at the Spanish frigate, cut her off from the land, and though we made much water, we ranged alongside her, and after firing three broadsides she struck to us. Our last broadside killed 12 men and wounded 25. The Triton had only 1 marine wounded, by the sliding of a carronade. Four larger Spanish frigates, one bearing a commodore's broad pendant, were in sight, to windward, but they did not venture a dusting with the Naiad, Triton, and Alcmene."

23. Wind S. W. Fair. Came in from a cruise, the Revolutionaire, of 44 guns, Captain Twysden, with her prize, the French privateer La Bourdelais, of 22 brass twelve pounders, and 220 men, captured after a chase of 117 miles. This privateer has taken from this country property to the amount of one million sterling, and is supposed to be the most complete vessel of her kind: she is a very handsome ship, and remarkably well equipped. Went up the harbour, El Thetis and Sta. Brigida Spanish prizes, and L'Arethuse French corvette. Remain in dock, to repair, St. Joseph, of 120 guns; Princess Royal, 98; Immortalité, 44; and L'Ambuscade, 44. Came in from a cruise, the Sylph, of 18 guns, Captain Dashwood. Went up the harbour, to go into dock, the Triton, of 32 guns, Captain Gore, having knocked a hole in her bottom in chase of Sta. Brigida.

24. Wind S. W. Fair. Several gold sacramental plates, and a gold crucifix, were found concealed in a bag of cochineal in Sta. Brigida. Arrived, with a convoy from Milford, the Chapman armed sloop, Captain Keen. Four hundred French prisoners were this morning landed from La Bourdelais and L'Arethuse French corvettes. This day the Spanish captains dined with Vice Admiral Sir T. Paisley, Bart. Sailed the Russell, of 74 guns, Captain M. Russell, for Torbay.

25. Wind N. E. Fair. Being the anniversary of the Accession, the royal standard was displayed on board the Cambridge flag ship, at Government House, and all the public offices; a royal salute was fired at the Citadel, and on board the fleet. The Spanish officers dined this day with T. Lewis, Esq. and P. Birdwood, Esq. two of the Commissioners for examining prizes at this port, on the examination of the Spanish prizes El Thetis and Sta. Brigida.—It being his Majesty's Accession, the healths of the King of England and King of Spain were drank with great glee by the Spanish officers. Passed by Lord Bridport and the Channel fleet, on a cruise off Brest.

26. Wind N. E. Fine and fair. Sailed the Voltigeur, Captain Shortland, on a cruise.

27. Wind N. W. Fair. Arrived the Betsey, Singleton, from Morlaix.—Accounts had been received there of the safe arrival of Buonaparte, Berthier, &c. at Paris, about sixteen days since. Sailed Le Centurion, of 18 guns, Lieutenant Burwood, on a cruise.

28. Wind S. W. Rain. Pursuant to orders from the War Office, the Army Commissioners at this port embarked for Guernsey and Jersey, to prepare bar-

ricks and quarters for the Russian troops from Holland. Arrived the Gustenburgh from Stockholm, with tar for the Dock-yard. Sailed the Telegraph, of 16 guns, Lieutenant Corsellis, to the westward, and the Minerva, of 16 guns, African, 16, and Ranger, 16, (letters of marque,) for the coast of Guinea.—Arrived the Renown, of 74 guns, Rear Admiral Sir J. B. Warren, Bart.

29. Wind S. E. Fair. Yesterday and this day the treasure of El Thetis and Sta. Brigida Spanish frigates, was conveyed in sixty-three artillery waggons, to the dungeons of the Citadel, and there deposited. The procession took place from the Dock-yard gate, at ten A. M. each day, through Dock, Stonehouse, and Plymouth, in the following order:

Armed Seamen, Marines, and Midshipmen.

A Trumpeter of the Surrey Dragoons, sounding a Charge.
Two Artillery Conductors.
An Officer of the Surrey Dragoons.
An Officer of Artillery.
Surrey Dragoons, two and two, with drawn sabres.
Music, Drums, and Fifes,
Playing *Rule Britannia*, and *God save the King*.
Sixty-three Waggons with Dollars, in 9 Divisions of 7 Waggons.
On the first Waggon, a Seaman
Carrying the British over the Spanish Jack.
Two Officers of Marines, armed.
On the centre Waggon
A Seaman carrying the British Ensign over the Spanish Ensign.
Midshipmen armed with Cutlasses.
On the last Waggon
A Seaman, with the British Pendant flying over the Spanish Pendant.
Armed Mariners and Seamen, two and two.
Music, Drums, and Fifes, playing *Britons strike home*.
Armed Seamen with Cutlasses.
An Artillery Officer.
Two Officers of Marines armed.
Surrey Dragoons, two and two, with drawn Sabres.
Two Trumpeters of Surrey Dragoons, sounding a Charge,
closed the Procession.

Armed Seamen, Marines, and Midshipmen.

Thousands of spectators, assembled on the occasion, testified their satisfaction, by repeated cheers, at seeing so much treasure, once the property of the enemy of old England, soon to be in the pockets of her jolly tars and marines.

30. Wind E. S. E. Fair. Arrived the Fanny hired lugger with a French privateer, her prize, of 4 guns and 30 men. Also, the Nord Stern from Stockholm, with hemp and iron for the Dock-yard. Came in the American ship Sally, Brick, from Virginia, taken by the Vengeance French privateer, of 20 guns and 160 men, and retaken by the Cambrian, of 44 guns, Hon. Captain Legge, who was left in chase of the Vengeance, and well up with her, when the Sarah left them. Arrived from Stockholm, with pitch, tar, and hemp, for the yard, the Anna Sophia and Orion.

31. Wind E. S. E. blows hard, Rain. Went on shore in Mill Bay, the Friendship gun-boat, in the gale of yesterday, where she now lies bilged.—The remaining chests of the Spanish treasure were lodged in the dungeons of the Citadel this forenoon:—from El Thetis 427 boxes of dollars; from Sta. Brigida 508 boxes of dollars, containing nearly three millions of dollars; besides very valuable cargoes of cocoa, indigo, cochineal, and sugar, all safely landed and warehoused in Plymouth, under the Excise and Custom-house locks.

Nov. 1. Wind S. E. blows hard, Fair. Arrived from Lord Bridport's fleet the Formidable, of 98 guns; the Impetueux, 84; Defiance, 74; and Canada, 74. The remainder of the fleet, 31 sail of the line, passed up for Torbay.—The fleet experienced very heavy gales of wind in their late cruise. The Plymouth lugger, Lieutenant Elliot, has sent in a smuggling cutter, with 300 ankers of spirits.

2. Wind S. W. blows hard. Arrived from a cruise the Havick sloop of war. Also, the Hester and Freedom, from Riga, with hemp and iron for the Dock-yard. The article of hemp was much wanted, as the ropemakers for some time past, from a deficiency of that necessary article, could only work one single day, instead of three days in one. Sailed for Portsmouth the Prince Frederick, of 64 guns, Captain Hall; also, the Suffisante sloop of war on a cruise.

3. Wind S. W. hard Gale. Violent Rain, Hail, and Lightning. Arrived the Spitfire, of 20 guns, Captain Seymour, from a cruise, with the Endeavour of Guernsey smuggling lugger, with 297 ankers of spirits and 27 bales of tobacco. Sailed for Torbay the Urania, of 44 guns, Captain Towry.

4. Wind S. W. hard Rain, blows a Gale of Wind. At four this morning it blew a tremendous gale of wind at S. W. with a heavy, pitching sea, accompanied with vivid lightning and very large hailstones; but providentially the men of war and other shipping rode out the gale without damage.

5. Wind S W. blows hard, with heavy Rain. Arrived the Beaufoy, Atkins master, from Dover, with wines for the Victualling Office here; she was captured the 30th of October by a French privateer, and seven Frenchmen put on board her, who sent Captain Atkins and his mate below: they perceiving through the grating that five of the enemy had got into the boat alongside, cut the lashings, jumped on deck, seized from the binnacle a pistol each, and drove the two remaining Frenchmen overboard, cut the boat adrift with the other five, and steered for this port, where she arrived last night. The captain and mate have made a regular protest and affidavit before a Notary Public. Arrived the Fishgard, of 48 guns, Captain T. B. Martin; the Clyde, 38, Captain Cunningham, and Fowey cutter, Lieutenant Lerby, from a cruise off Brest.

6. Wind S. W. Rain. This morning the body of a seaman was washed ashore on the rocks under the Mole. M. Eastlake, solicitor for the Admiralty, and Coroner for this borough, held an inquest on the body: verdict, *Accidental Death*.

7. Wind W. Showery. Arrived the Doris, of 44 guns, Lord Ranelagh, from a cruise, with the loss of her foremast and bowsprit in the late heavy gales of wind. She has got up a jurymast and bowsprit, and was towed off the Edystone by the Aurora frigate, Captain Caulfield, after the latter ship had parted the Lisbon convoy in a violent gale of wind.

8. Wind W. S. W. blows hard, with Rain.

9. Wind S. W. Rain, blows hard. Arrived the Plymouth lugger, Lieutenant Elliot, from a cruise. She experienced dreadful weather at sea. Spoke on Monday a fishing-boat in the Channel, which had humanely picked up the master, his wife, children, and crew of an American schooner from Surinam, laden with cocoa, which was, in the dreadful gale of Sunday last, struck with lightning, which drove through her bottom, when she went down. Providentially the fishing smack was at hand, and saved her whole crew.

10. Wind N. W. hard Rain.

11. Wind S. W. very hard Rain. Sailed for Torbay the Namur, of 98 guns, Captain Luke; Edgar, 74, Captain Butler. Arrived the Lusy cutter, A. Frazer, with a lugsail smuggler, having on board 84 large bales of tobacco. Arrived from St. Helena the Endymion, of 44 guns; she landed letters for the Hon. East India Company, which were forwarded to London, by Messrs. Birdwoods, agents at this port.

12. Wind S W. blows a Hurricane, with Rain. Arrived L'Hazard, of Bayonne, French letter of marque, of 10 guns and 60 men, from Senegal for Bourdeaux, with a valuable cargo of spices, ivory, and gum, prize to the Phœbe, of 36 guns, Captain Barlow, which came in this afternoon.

13. Wind S. W. blows hard, with Rain. The cargo of L'Hazard, brought in yesterday, consists of 57,965 lb. of gum arabic, in grains; 16 bales of Bourbon coffee; 5 whole, and 1 quarter barrel of ditto; 7 bales and 15 half-bales of ditto; and 4 bales of pepper; valued at 10,000l.

14. Wind S. W. Cloudy. Went up the harbour, to refit, the Naiad, of 38 guns; and Alemene, 32. Arrived the Nompareil, an American, captured by the French, and recaptured by the Beaulieu, of 44 guns. Arrived the Venus, Squarney, from Newfoundland for this port, with fresh oil; she sailed the 20th ultimo, under convoy of the Agincourt, of 64 guns, Vice Admiral Waldegrave, and parted company the 3d instant, in a violent gale of wind. The fishing on the Banks had been uncommonly productive this season.—The above vessel has only five hands, yet they killed 80,00 fish. Came in the Kangaroo, of 18 guns, Captain Bartholomew, with a convoy.

15. Wind N. E. hard Rain. Went up the harbour, to refit, the Canada, of 74 guns, Hon. Michael De Courcey. Sailed the Clyde, of 44 guns, Captain Cunningham, on a cruise. Arrived the Robust, of 74 guns, Captain Thornborough, and Dragon, 74, Captain Sutton, to refit and be paid wages and prize-money.

16. Wind N. W. Fair and fine. Sailed for Portsmouth the Doris, of 44 guns, Lord Ranelagh, to refit, as the Docks here are all full of men of war under repair. Sailed the Danae, of 24 guns, Lieutenant Proby. Went up the harbour the Spy, of 20 guns, Captain Grosvenor.

17. Wind E. N. E, fine Gale, and Fair. Arrived the Cambrian, of 44 guns, Hon. Captain Legge, from a cruise, last from Falmouth. This day, at noon, a signal was hoisted at Maker Tower for the Channel fleet being in sight, steering to the westward; the fleet passed by at sunset with a fair wind.

18. Wind E. Fair. Came in a Guineaman, prize to L'Eole French privateer, of 22 guns and 160 men, and recaptured by the Nymphe frigate, Captain Fraser. L'Eole has taken three American vessels, two of which are retaken and brought in here. Sailed, to join Lord Bridport's fleet off Brest, the Fishgard, of 48 guns, Captain Martin, and Fowey cutter, Lieutenant Derby.

19. Wind E. Fair. Arrived the Majestic, of 74 guns, Captain Hope; she is to go up the harbour to be paid off, and her men turned over to La Loire, of 48 guns, Captain Newman, and La Decade, 44, Captain Wallis. This day 300 French seamen were embarked from Mill Bay, on board a brig and sloop, pursuant to the Convention between his Royal Highness the Duke of York and General Brune in Holland.

20. Wind E. N. E. Fair. Went up the harbour the Majestic, of 74 guns, Captain Hope, to be paid off; also, to refit, La Railleur, of 18 guns, Captain Raynor. Arrived, from Sunderland, the Ryehope, Seith, master, a collier, of 4 three-pounders and eight men and boys; off Beachy Head, last Sunday morning, at five o'clock, she fell in with, engaged for twenty minutes, and finally beat off, in a very gallant manner, a French schooner privateer, of 10 guns and large swivels, and full of men. Arrived a cartel from Morlaix, with English prisoners.

21. Wind E. N. E. Fair. Sailed, for Morlaix, the two cartels with French prisoners.

PORTSMOUTH REPORT,

OCTOBER—NOVEMBER.

NAVAL COURT MARTIAL,

On Captain FAULKNOR and his Officers, for the loss of his Majesty's ship IMPREGNABLE, of 98 guns, held on board the Gladiator, in Portsmouth Harbour. Admiral Sir Richard Bickerton, Bart. President.

The Officers and several of the Seamen were on Wednesday strictly examined, and the circumstances which attended the loss of the ship, and the causes, were fully investigated. It appeared upon all the evidence, that her loss was occasioned by running upon Chichester shoals, whilst in charge of Michael

Jenkin, the master; and afterwards bearing a considerable way upon the flats, so that it was impossible to get her off. The evidence likewise imputed this disaster to the negligence of the Master, he having run beyond the proper distance before he hauled in for St. Helens, and not having anchored the ship at the time when the men at the leads declared there was a material difference in the soundings; but those men differed in their reports. The evidence respecting Captain Faulknor and his Officers was highly creditable to themselves, and to the discipline of the ship in which they served. The room was cleared for an hour, when the Court adjudged the said Michael Jenkin, in consideration of his having been deceived in the soundings, only to be dismissed from his Majesty's service: and the said Captain Faulknor, and his Officers, to be honourably acquitted.

Nov. 20. His Majesty's ships sailed with convoys for the following places:—Queen Charlotte, Admiral Lord Keith, the Mediterranean; Thames, Hazel, and Nephtune, Captain Grant, the West Indies; San Fiorenzo, Sir Harry Neale, Oporto; and Arethusa, Captain Woolcombe, Lisbon.

The whole number of the ships contained in the three fleets, was upwards of 300, and afforded a most magnificent spectacle of the present flourishing state of our trade and commerce.

The Alert Cutter, Lieutenant Innes, has taken a sloop laden with coals. He ran her on shore about four miles west of Treport, after a chace of three hours; the Lieutenant sent a boat manned and armed, commanded by the boatswain, who carried out her anchor to heave her off, amidst a heavy fire of musketry from the shore, and two field pieces brought down from the Cliff. The Alert approached so near as to drive all the French from the beach, and thus effected the capture of the sloop.

Arrived the Ant schooner, Lieutenant Ait, from a cruise. On coming off Brighton, he fell in with a French privateer of 14 guns, in the act of boarding two colliers. He rescued the colliers, and chaced the privateer into Calleburgh.

The Pelter gun brig, Lieutenant John Walsh (second) Commander, from the Texel; having been ashore on the Dutch coast, was sent on Wednesday into this harbour for refitting, having lost her anchors, cables, and false keel.

She has brought Lieutenant Hill, of the Welch Fusileers. He was one of the twenty-five persons, and the only officer saved out of 500 that were on board the Voolk, a Dutch frigate wrecked in the night of the 10th instant, on the island of Ameland. Among the above passengers were three companies of the said regiment. Lieutenant Hogan, who had got safe on a piece of the mast, died instantly in a state of delirium, caused by excess of joy, after exclaiming, "Thank God, my Lads, we are once again safe on shore."

Arrived the Fury, Captain Curry, from the Downs.—He was one of the first ships in the late expedition to Holland, and sailed from thence the 27th instant.

Arrived La Fomone, Captain Reynolds, from the Downs; and Venus, Captain Graves, from Halifax.

His Majesty's ship Aurora, Captain Caulfield, lately returned from the Mediterranean, is come into the harbour to refit.

L'Hirondell privateer, taken by the Eurydice, Captain Talbot, is arrived at this port.

The Dragon, Captain Campbell, and Magnificent, Captain Bowater, are ordered to fit and victual for the Mediterranean.

Sailed the Sophia, Captain Bulteel, on a cruise.

27. Arrived this day his Majesty's ships Prince, Superb, Pompee, and Agamemnon, from the Channel fleet, under the command of Rear Admiral Sir Charles Cotton. Also, the Argo, Sultane, and Apollo frigates, from the eastward.

PRESENTATIONS.

OCTOBER—NOVEMBER.

Earl St. Vincent, for the first time since his return from the Mediterranean.

Lord Clenawley, for the first time since the death of his brother the late Earl Howe, and coming to the title as Baron Clenawley.

Vice Admiral Sir William Parker, on arriving from the Mediterranean, and Captain Mitford, of the Navy, on promotion, by his father, Sir John Mitford.

Captains Digby and Young, of the Ephalion and Alcmene frigates, engaged in taking the El Thetis and Santa Brigida Spanish prizes.

Nov. 6. Captain Drummond, lately returned from the Mediterranean, by Lord Keith.—Captain Wooley, of his Majesty's ship Arethusa, on his return from Halifax, having conveyed over his Royal Highness the Duke of Kent.—Captain Sir H. Popham, on his return from Holland. This Officer wore at his breast a brilliant diamond star, under an imperial Crown, representing the Order of St. John of Jerusalem, with which he was knighted by the Emperor of Russia.

13. Admiral Barrington, on his promotion of General of Marines.—Captain M'Louall, of the Ganges man of war.—Captain Sir H. Popham took leave of his Majesty on setting off for the Court of Petersburgh, where he is to act as Inspector of the Russian forces.

PROMOTIONS AND APPOINTMENTS.

OCTOBER—NOVEMBER.

Captain Drummond, of the Bull-dog bomb-vessel, who has just returned from the Mediterranean, is appointed a Post Captain.

Lieutenant Francis Mason, of the Alecto, is appointed First of the Beaver sloop, of 18 guns, Captain Christopher Basset Jones.

The Lords of the Admiralty have appointed Captain James Hanson, who sailed round the world with Vancouver, to the command of the Brazen sloop of war, now fitting at Portsmouth.

Edward Jekyll Canes, Esq. first lieutenant of his Majesty's ship Tigre, with Sir Sydney Smith, is promoted to the rank of Master and Commander.

Lieutenant Osmar, late of the Impregnable, is appointed to his Majesty's ship London, of 98 guns.

The Rev. —— Davis is appointed Chaplain of his Majesty's ship Puissant, Captain Syme.

Lieutenant S. Halliday is appointed, by the Lords of the Admiralty, to the command of the Lady Charlotte hired schooner, of 12 guns.

MARRIAGES.

OCTOBER—NOVEMBER.

The 9th of July, in Naples Bay, on board the Foudroyant, William Compton, Esq. LL. D. Chancellor of Ely, the next collateral male relation of the Earl of Northampton, to the eldest daughter of the late Knipe Gobbet, Esq. Lieutenant Colonel of the West Norfolk Militia. The Lady was given away by the Right Hon. Lord Nelson.

Nov. 5. At Beddington, Rear Admiral Chechagoff of the Russian Navy, to Miss Proby, youngest daughter of the late Commissioner Proby. Some particulars of the life of the late Commissioner Proby are given in the present volume.

At St. Andrew's Church, Plymouth, by the Rev. J. Gandy, A. M. Captain Dashwood of the Sylph, of 18 guns, to the Hon. Miss De Courcy, daughter of Lord Kinsale of the kingdom of Ireland, and niece to the gallant Hon. Captain De Courcy of the Canada, of 74 guns, who so eminently distinguished himself in the Magnanime, of 44 guns, in the battle with Bompard's French squadron off the Rosses, on the coast of Ireland, and the British fleet under Rear Admiral Sir J. B. Warren, Bart. and in many other gallant actions this war.

OBITUARY,

FOR OCTOBER—NOVEMBER, 1799.

Oct. 10. At Chichester, after a long illness, Henry Chads, Esq. Captain in the Royal Navy, and resident Officer of the Sea Fencibles on that coast.

On Sunday last was found in a small pond of water, in a field belonging to Mr. Lucas, near Stoke, the body of Lieutenant Richman, of the [illegible]. Gregg, Esq. one of the Coroners for the County, held an inquest on the body, and a verdict of *Lunacy* was returned.

16. At Beccon, near Haverfordwest, Mrs. Johnath Vaughan, relict of the late Admiral Vaughan.

21. At his lodgings in Savile-street, Lieut. H. Humphries, of the Royal Navy, one of the Officers who circumnavigated the globe with the late Captain Vancouver, in his Majesty's ship Discovery.

At Ham, Lady Lindsay, relict of the late Vice-Admiral Sir John Lindsay, Knight of the Bath.

The same day, in Spa Fields, aged 84, Lieutenant Richard Caley, of the Royal Navy.

Captain Lancelot Skymer, of the Lutine frigate, 32 guns, lost in the North Seas. (Vide page 441). Made Post in 1795. Commanded La Pique, 38 guns, in the West Indies, beginning of 1798; afterwards commanded the Ganges, 74 guns. Went out in the same year to the West Indies, in the Beaulieu.

Lieutenant Charles Aubrey, third son of Aubrey Aubrey, Esq. of Hoveden Hall, in Norfolk. He was lost in the Lutine frigate.

Mr. Walter Montgomery, of Edinburgh, Surgeon of the Lutine, and one of the sufferers in that ship.

Mr. Robert Mardon, aged 19 years, Midshipman, a second son of Thomas Mardon, Esq. storekeeper at the Island of Minorca.

At his house, Nottingham-place, London, the 7th inst. Thomas Lennox Frederick, Esq. He was made Post-Captain in 1770, and a Rear-Admiral in 1797, and commanded the Princess Royal in the memorable victory gained by Lord St. Vincent, on the 14th of February, in the same year.

By letters received from Halifax, we are sorry to have the death of Captain Allen, Commander of the Termagant. He was a very zealous Officer, and was some time First Lieutenant in the Royal William, under Admiral Sir P. Parker, from which he was promoted to a Captain.

Drowned, in the Lutine Frigate, on the coast of Holland, Lieutenant Kinmeer, son of Captain Kinmeer, of the Royal Navy—he was a young gentleman of great promise in his profession. His father first learnt the melancholy tidings of the premature death of an only beloved son, by reading it in a newspaper accidentally. The shock can be conceived, but not described.

Saturday, 23d November 1799, at his house in Henrietta-street, Bath, Mark Robinson, Esq. senior Rear-Admiral of the Royal Navy, and a gentleman of the most distinguished merit in his profession. He was born on St. Mark's Day, 1721, O. S. and at the age of fourteen entered into the service of his country. The exertions and subsequent distinctions of that gallant veteran merit a brief detail. He was actively engaged in most of the actions under the command of Sir Peter Warren, and Lord Hawke. As Commander of the Falcon, his conduct and bravery were eminent and conspicuous at the reduction of Guadaloupe, where his ship sunk under him. He was afterwards appointed to the command of the Towey on the coast of America, where he had the satisfaction of preserving Charlestown from the effects of an alarming conflagration; a service, for which the merchants of South Carolina expressed their gratitude by a public vote of thanks, dated January 14, 1741, and a very large piece of plate, bearing a suitable inscription. Under Lord Keppel he commanded the Worcester; whence he was transferred to the Shrewsbury, in which ship he led the British fleet five times into action. In the last of these engagements off the Capes of Virginia, he was disabled by a severe wound in the hip, and the loss of a leg.

BIOGRAPHICAL MEMOIR OF

THE LATE

CAPTAIN JAMES ALMS, SEN.

All my delight on deedes of armes is sett,
To hunt out perilles and adventures hard,
By Sea, by Land, whereso they may be mett,
Onely for Honour and for high regard,
Without respect of richesse or reward:
For such intent, into these partes I came,
Withouten Compasse, or withouten Card.

SPENSER.

THE Fame of Captain Alms must ever live in the page of Naval History; the steady valour, which so ably opposed the experience, and terrible fire, of a superior enemy, has united its animating influence, with those instances of patriot courage, which gradually have tended to establish the Supremacy of the British Navy.

Mr. James Alms, the youngest son of John *, and Mary Alms, was born on the 15th of July, O. S. (1728) at Gosport; a town which has enjoyed the honour of sending into the Navy, some of the first characters in the Service. Mr. Alms's father was of Bedfordshire, and served in the Royal Navy, during the reigns of King William, and Queen Anne: in Queen Anne's war †, he commanded a Spanish

* This biographical Memoir is principally taken from the MSS. of the late Edward Ives, Esq. of Titchfield, Hants, author of an History of the East Indies, Travels over Land by the Way of Bassora, &c. This gentleman was long an intimate friend, and fellow sufferer with Captain Alms.

† Abstract of the ROYAL NAVY, as it stood at the death of the Queen:

Rate.	Number.	Guns.	Men.
First,	7	714	5312
Second,	13	1170	7194
Third,	39	2890	16089
Fourth,	66	3490	16058
Fifth,	32	1190	4160
Sixth,	25	500	1047
	182	9954	49,860

Fire Ships, &c. about fifty.

prize galleon, that had been commissioned, and of which he was appointed Captain.

The elder brother of Mr. James Alms was bred a seaman; and for a number of years was master of the commissioners yacht at Portsmouth. James, though the youngest, seems to have been destined by Providence to be the foster-father of his parents' numerous family, to which were added the children of his brother John; who at his death left two daughters, and a son *, named James, now a Post Captain in the Navy.

The education of Mr. James Alms, the subject of the present memoir, was principally conducted by his elder brother; between whom there was a great disparity of years. Introduced by the latter into The Service, Mr. James Alms continued for some time under his brother's immediate care: but the uniformity of such a station, not being adapted to his enterprising spirit; and perhaps impelled by

> "Such wind, as scatters young men thro' the world
> To seek their fortunes farther than at home,
> Where small experience grows"—

the unpatronised sailor boldly launched his bark, upon the wide Ocean of Life, as Spenser so beautifully describes it, in the lines already cited—

> "Withouten Compasse, or withouten Card."

Leaving his brother, in rather an abrupt manner, he embarked in (1741) on board a Merchant Vessel, and sailed for Minorca. On his arrival there, he happened to meet with a friend of his brother Benjamin, who earnestly besought him to seek his fortune in the King's Service; and gave him such good and prudential advice, as laid the foundation of his future independence.

* The second son of Mr. John Alms, Benjamin, who was a Lieutenant in the Navy, died some years previous to his father.

Mr. James Alms, though only thirteen years of age, had however the good sense, to follow the kind suggestions of his brother's friend; and in a few days was received on the quarter-deck of his Majesty's Ship Dragon, of 60 guns, and 400 men, commanded by Captain, afterwards, Vice Admiral Watson; then forming one of the Mediterranean Fleet *. Captain Charles Watson was pleased with the spirit of the young seaman; and, on the first vacancy, rated him Midshipman.

The first Action in which Mr. Alms was engaged, after being advanced in the Service, was the memorable one of Admirals † Matthews, and Lestock, near Toulon, on the 12th of February, (1742;) in which the brave Commander of the Dragon sustained his character, and was particularly marked by the Admiral, as having distinguished himself. Captain Watson appointed our young Midshipman his Aid-de-Camp during the action, and was much struck with his spirit, and exactness, in carrying his orders to the different parts of the Ship: during the whole period that Mr. Alms served under this accomplished officer, he continued to enjoy his approbation, and regard.

* This Fleet, in 1742, according to Mr. Beatson, when the command devolved on Commodore, afterwards Rear-Admiral Lestock, amounted to eighteen Ships of the Line, with six of fifty guns, one of forty guns, and two of twenty, besides a Fire Ship of eight guns, and two bombs, of eight guns each.—In 1744, when Admiral Matthews assumed the command, it amounted to nineteen Ships of the Line; with eleven of fifty guns, two of forty guns, three of twenty; and one of fourteen guns; besides, the Kebeque, G. Durell, and the Garland's Prize, Jos. Knight, each of eight guns; three bombs of eight guns; the Sutherland Hospital Ship of eighteen guns; and the Anne Galley, Fire Ship, eight guns. The Ships in each Fleet, were ninety, eighty, seventy, sixty, and fifty Gun Ships; there were none of seventy-four guns.—In a list given by Dr. Berkenhout (Continuation of Campbell down to 1779,) of the Fleet under Admiral Matthews in the Mediterranean in 1743, he adds, the Princessa, 74 guns, Captain Pitt.—The oldest seventy-fours, now in the Navy, are the Chichester, built at Portsmouth, in 1753; and the Hero, built at Plymouth, in 1759.

† A correct Narrative of the Proceedings of his Majesty's Fleet in the Mediterranean, and the Combined Fleets of France, and Spain, from 1741, to 1744, was in the latter year published by a Sea Officer—printed for J. Millan, near Whitehall, accompanied with some good charts of different bays. It was dedicated to the Earl of Winchelsea, then first Lord of the Admiralty.

The Dragon *, worn out with nearly six years service in the Mediterranean, was sent home by Admiral Rowley † at the close of the year (1745,) and on her arrival in England, was paid off. Part of her crew were turned over to the Namur ‡, 74 guns, 600 men, commanded by the Honourable Captain Edward Boscawen; and on the Namur's books Mr. James Alms was again rated Midshipman. He continued to serve in the Namur, cruising in the Channel, without meeting any occurrence worthy of notice, until the 3d of May (1747) when the Western Squadron, then commanded by Vice-Admiral Anson ||, and Rear-Admiral Warren, which had sailed from Plymouth on the 9th of April, fell in with the French Squadrons, consisting of thirty-eight sail, off Cape Finisterre:—that under Mons. Jonquierre, in Le Serieux, 66 guns, destined for America; and that under Mons. de St. George, in L'Invincible, 74 guns, destined for the East Indies.

After the signal was thrown out for a general chace, by the advice of Rear-Admiral Warren—Cape Finisterre bearing S. E. distant twenty-four leagues, the Namur, with the Defiance, Windsor, and Centurion, got into action; after behaving with the greatest spirit, Captain Boscawen was at

* Captain C. Watson succeeded Mr. Barnet, in the Dragon, then on the Mediterranean station; on his arrival in England he was appointed to the Louisa, of the same rate, and force, with the two last he commanded.

† Admiral William Rowley, afterwards, in 1753, created a Knight of the Bath, was on the 19th of June 1744, advanced Vice-Admiral of the Blue; and succeeded to the chief command in the Mediterranean, when Admiral Matthews, on the 21st of August following, struck his flag in Vado Bay.

‡ The Namur had been a Ship of ninety guns, but now after receiving a thorough repair was reduced to a third rate.—The Hon. Capt. E. Boscawen was the third son of Hugh Lord Viscount Falmouth, and Charlotte, eldest of two daughters, and coheirs of Charles Godfrey, Esq. by Arabella Churchill his wife, sister to John Duke of Marlborough. He was born on the 19th of August 1711, and died at Hatchland's Park, in Surry, Jan. 10, 1761. In the parish-church of St. Michael, at Penkevil, in Cornwall, where he was buried, is a monument of exquisite workmanship, designed in honour of his memory by Mr. Adam, and executed by Rysbrack.

|| In consequence of their gallant conduct, during this action, off Cape Finisterre, Admiral Anson was, on the 13th of June following, created an English peer, and Rear-Admiral Warren was honoured with the order of The Bath.

length vigorously attacked by several of the enemy's largest Ships, when the Defiance, Captain Grenville, who was killed during the action, and whose death was justly esteemed a national loss, bravely bore up to his assistance: both Captains displayed the greatest bravery *; and having disabled their antagonists, they, with the Windsor, pushed on to prevent the enemy's escape.—In this action Mr. Alms had the command of the eleventh gun on the main deck, to which eleven men, and one boy, were attached: out of this number, seven were either killed, or wounded.

This action, so glorious to our countrymen, lasted an hour and three quarters. At seven o'clock the Vice-Admiral made the signal to bring-to, and detached three Ships in pursuit of the convoy.—The number of killed in the British Fleet amounted to 520, that of the enemy to 700. Captain Boscawen was wounded in the shoulder by a musket-ball.—The captured Squadron of the enemy was brought in safety to Spithead.

As the money found on board the captured Ships amounted to 300,000l. Mr. Alms, though only a Midshipman, must have shared sufficient, to reward him for the continued life of noble yet perilous service, which he had now persevered in without any abatement of fixed attention to his duty.

Captain Boscawen, having been advanced Rear-Admiral of the Blue in the month of October following, hoisted his flag on board the Namur, and sailed for the East Indies: his commission appointing him not only Admiral, and Commander in Chief of the Squadron, consisting of six Ships of

* The spirit, with which The British Captains fought, as Mr. Beatson remarks in his valuable Naval Memoirs, cannot be better evinced, than from the following facts:—"When The Bristol, Captain Montagu, began to engage The Invincible, 74 guns, 700 men, commanded by M. de St. George; Captain Fincher, in the Pembroke, endeavoured to get in between her and the enemy: but not finding room enough so to do, Captain Fincher hailed The Bristol, and requested Captain Montagu to put his helm a-starboard, or The Pembroke would run foul of his Ship: To this Captain Montagu replied, "*Run foul of me, and be d——d; neither you, nor any man in the world, shall come between me, and my enemy.*

the line, ordered for that station, but also General of the Land Forces employed on the expedition *. Mr. Alms accompanied him as Midshipman.

The Probationary Service our young Mariner had hitherto endured with the anxious hope of obtaining that advancement, which forms an object of such important interest, to all in his present dependent situation, was now proved by one of the severest trials, which naval perseverance has to encounter. On the 12th of April (1749) the Namur, 74 guns, 700 men; the Pembroke, 60 guns, 400 men; the Apollo, 40 guns, 300 men; and every merchant ship, except one, on the coast of Coromandel, were wrecked, and nearly the whole of their crews perished: of the Namur's ship's company only twenty-three were saved, and in this number providentially was Mr. Alms.

The affecting letter which he sent to England, on this melancholy event, has been already published in Ives's VOYAGE to INDIA; for such of our readers as may not have seen that work, we shall insert the following; but must first be allowed to make some short reflections on Mr. Alms's distress, which may be of use to others:—He had now lost the whole of the few valuables he possessed; and doubtless many a friend, many a valuable acquaintance, perished in that abyss, whence he was preserved. To the shivering and naked victim, what a scene presented itself, even when he had reached the shore! and yet the very source of his distress, proved ultimately through the blessing of God, the immediate cause of that advancement he had long so anxiously expected. Professional men, especially in the early part of their career, should constantly remember the advice of one, who like them had to struggle with peril and disappointment—*against Hope, believe in Hope!*

Syren Frigate, near Madras, Sept. 22, & 23, 1749.

WE were at anchor, in the Namur, in Fort St. David's Road, Thursday April 12, 1749: in the morning it blew fresh, wind at

* An account of this Expedition is given by Collins; he received the particulars from his son, an officer who was present.

N. E.—N. E. by E.—at *noon* we veered away to a cable, and an half, on the small bower—from *one* to *four* o'clock we were employed in setting up the lower rigging.—Hard gales, and squally, with a very great sea. At *six* o'clock rode very well; at half an hour after had four feet water in the hold. Immediately we cut the small bower cable, and stood to sea under our courses: the ship lay out S. E. and S. E. by S.—Our mate, who cut the cable, was up to his waist in water, at the Bits *. At half past *seven* we had six feet water in the hold; when we hauled up our courses, and hove overboard most of our upper, and all the quarter-deck, guns, to leeward. By three quarters after *eight*, the water was up to our Orlop-Gratings, and there was a great quantity between decks; so that the Ship was water-logged †.—We now cut away all the masts by which the Ship was righted, and at the same time manned the Pumps, bailed, and soon perceived that we gained upon the Ship: which put us in great spirits. A little after *nine* o'clock we sounded, and found ourselves in nine fathom water.—The master called to cut away The Sheet Anchor, which was done immediately; and we veered away to a little better than a cable—but before she came head to the sea, she parted at the CHES-TREES ‡: by this time it blew an hurricane.

You may easier conceive than I describe, what a dismal melancholy scene now presented itself! The shrieking cries, lamentation, raving, despair, of above five hundred poor wretches, verging on the brink of ETERNITY.

I had presence of mind, however, to consider, that THE GOD ALMIGHTY, was also GOD, ALL MERCIFUL; with the comfortable reflection, and hope, that I had ever put my whole trust in him;

* A Frame composed of two strong pieces of timber, fixed perpendicularly in the fore-part of a Ship, whereon to fasten her cables as she rides at anchor.—There are several Bits in a Ship, the principal of which are those for the cables: their upper ends commonly reach about four, or five feet above the lower deck, over which the Cable passes: the Cable being passed once round about these bits, may be gradually slackened at pleasure; without which it would be impossible to prevent it from running out with the utmost rapidity, when the Ship rides a great strain, which is always the case in a gale of wind, or an impetuous tide. In Ships of War there are usually two pair of Cable Bits; and, when they are both used at once, The Cable is said to be double-bitted.

† So as to yield, without resistance, from having received a great quantity of water, to the efforts of every wave rushing over her decks: the stability of the vessel is thus utterly lost; and the ship is therefore totally deprived of the use of her sails, which would operate to overset her, or press the head under water.

‡ Two pieces of wood bolted perpendicularly, one on the starboard, and the other on the larboard side of the Ship. They are used to confine the Clue, or lower corners of The Main Sail; for which purpose there is an hole in the upper part, through which the rope passes that usually extends the Clue of the Sail to windward. The Ches-Trees are commonly placed as far before the Main-Mast, as the length of the Main-Beam.

I then made a short prayer for his protection, and jumped overboard.

The water at this time was up to the Grating on The Poop, whence I leaped—the first thing I grasped was a Capstan-Bar; from which, in company with seven more, I got to the DAVIT *:—but, in less than an hour, I had the melancholy sight to behold them all washed away, and myself remaining alone upon it, almost spent. I had now been about two hours in the water; when, to my unspeakable joy, I saw a large Raft with many men driving towards me: when it came near, I quitted the Davit, and with much difficulty, swam to it—by the assistance of one of our quarter-gunners, I got upon it. The Raft proved to be The Namur's Booms; as soon as we were able we lashed The Booms closer together, and fastened a plank across, and by this means made a good CATAMARAN †. It was by this time *one* o'clock in the morning: soon afterwards The Seas were so mountainous, as to turn our machine upside down; but providentially with the loss of only one man. About four o'clock A. M. we struck ground with The Booms; and, in a short time, all that survived reached the shore.

After having returned God thanks for his almost miraculous goodness towards us, we took each other by the hand, for it was not yet day; and trusting still in The Divine Providence for protection, we walked forwards to find some place to shelter us from the inclemency of the weather: the spot, where we landed, afforded nothing but sand.—When we had wandered about for an whole hour, but to no manner of purpose, we returned back to the place where we had left the Catamaran, and to our no small uneasiness perceived it gone. Day-light appeared soon afterwards; when we found ourselves on a sandy bank a little to the southward of PORTO NOVO ‡; and as there was a river running between us, and the Dutch Settlement, we were under the necessity of fording it: after which, we soon arrived at Porto Novo, where we were received with much hospitality.—From our first landing to our arrival at Porto Novo, we lost four of our companions; two at the place where we drove ashore, and two in crossing the river.

* A long Beam of timber, used as a crane, whereby the flukes of The Anchor are hoisted to the top of The Bow, without injuring The Ship's sides as it ascends.

† French—*Catharon*, a sort of raft, or float.

‡ Porto Novo, is on the western shore of the Bay of Bengal; and is about seven, or eight leagues to the northward of Tranquebar, where The Dutch have a factory. The KOLLEROON SHOAL, which lies to the S. E. from it, shelters it from the great swell that is found on every other part of the Coast.

After we had sufficiently refreshed ourselves at Porto Novo, the Chief there was so obliging as to accommodate me with cloaths, an horse, and a guide to carry me to Fort St. David *, where I arrived about noon the day following, and immediately waited upon the Admiral, who received me very kindly indeed: but so excessive was the concern of that great, and good man, for the loss of so many poor souls, that he could not find utterance for those questions, he appeared desirous of asking me, concerning the particulars of our disaster.

Till I reached Porto Novo you beheld me shipwrecked, and naked: I must again repeat it that The Dutch received, refreshed, and kindly conveyed me to my truly Honourable Patron—through whose kindness, and humanity, I am not only well cloathed, and comforted; but am also made Lieutenant of the Syren, from which Ship I date this letter,

I am, &c,

JAMES ALMS.

P. S. There were only twenty-three of us saved from the wreck; twenty of whom came ashore on the Booms,

Edward Ives, Esq.

In the year (1752) Lieutenant Alms returned to England in the Syren frigate, and being paid off, retired to enjoy that short interval of repose which the peace of Aix-la-Chapelle † afforded.

His enterprising spirit however could not long endure the indolence of peace; having obtained leave from the Lords Commissioners of the Admiralty, Lieutenant Alms, accepted of the command of The Hardwick, an East Indiaman, and sailed on the 29th of April (1754).—During his continuance in the Indian Seas, the Hardwick was employed, in either trading from Bombay to Limpo in China, or as a store Ship to his Majesty's Squadron; in which latter capacity she was present at the attack of Geriah, under the

* Fort St. David, on the west side of the Bay of Bengal, is near thirty leagues south from Madras.—It is six leagues to the north half east from Porto Novo. It belongs to the English East-India Company; was taken and destroyed by the French in 1758, and we believe has not been since rebuilt. Fort St. David is eighty miles south of Fort St. George.

† Concluded in the month of October, 1748.

command of Rear-Admirals Watson, and Pocock.—War having been declared by Great Britain against France, Lieutenant Alms in the month of February, (1758) quitted the Hardwick to return to his duty in the Royal Navy, and came to Europe overland, by way of Bassora, in company with Messrs. Doidge, Ives, Pye, and others. He arrived in England at the beginning of the year (1759), and in the month of March was appointed first Lieutenant of his Majesty's Ship Mars, 74 guns, then commanded by Captain James Young *, afterwards Admiral of the White.

The Mars, being attached to The Western Squadron, under the command of Sir Edward Hawke, Sir Charles Hardy, and Rear-Admiral Geary; with the rest of the Fleet, was blown off the station early in November, during a violent gale of wind, when watching the French Fleet in Brest Harbour. Sir Edward, thus obliged to return to Torbay, eagerly seized the earliest opportunity to resume his station; and, on the 14th of November, the Fleets of Great Britain, and France †, both put to sea.

On the 20th, about half past two, P. M. this gallant engagement began off Belle-Isle to the southward; Sir Edward having, to use his own words, spread abroad the Signal to chase, and form in a line of battle, as the Ships should come up. All the evening they had fresh gales at N. W. and W. N. W. with heavy squalls. The night proved extremely dark, and boisterous; and the scene which presented itself in the morning of the 21st, was most dreadful. On the 22d, the weather became more moderate. It was on this memorable occasion, that the Master of the Royal George remonstrating with Sir Edward on the imminent

* Captain James Young had the command of the Intrepid under Admiral Byng in 1775.—At the commencement of the American War he had the command at Antigua, with his flag on board The Portland. He died in London, at an advanced age, January 24, 1789.

† M. de Conflans, in the Soleil Royal, 80 guns, 1200 men; Vice-Admiral Beaufremont, in the Tonnant, 80 guns, 1000 men; Rear-Admiral de Verger, in the Formidable, 80 guns, 1000 men; had the command:—In this Fleet, consisting of eighteen sail of the line, and three frigates, was L'Orient, 80 guns, 1000 men.

danger of bringing his Ship alongside the French Admiral, received for answer—"You have now done your duty in apprising me of the danger, let us next see how well you can comply with my orders—I say! lay me alongside the French Admiral."—A general idea of this action *, as connected with the subject of our present memoir, is best given in Sir Edward's own words:

"In attacking a flying enemy, it was impossible, in the space of a short winter's day, that all our Ships should be able to get into action, or all those of the enemy brought to it. The commanders and companies of such, as did come up with the rear of the French on the 20th, behaved with the greatest intrepidity, and gave the strongest proofs of a true British spirit. In the same manner, I am satisfied, would those have acquitted themselves, whose bad going Ships, or the distance they were at in the morning, prevented from getting up.—Had we had two hours more day-light, the whole had been totally destroyed or taken, for we were almost up with their van, when night overtook us."

The Mars, Hero, and several other Ships, were crowding to the Admiral's assistance, but the obscurity of the evening put an end to the engagement. Lieutenant Alms served in the Mars until June (1761), when he was advanced by Lord Anson, then at the head of the Admiralty Board, Commander of the Flamborough's Prize. In the month of October following, he was appointed acting Captain of the Alarm frigate, 32 guns, which had just come out of dock at Woolwich, and, as already mentioned in the former part of this work, was the first King's Ship that had been ever coppered.

* The French lost five Ships.—The Superbe, 74 guns, which bravely stood in between the English and French Admiral, to protect the latter, sunk with 800 men, from one broadside of Sir Edward's. The Thesée, 74 guns, sunk. The Soleil Royal, 80 guns, drove ashore to the westward of Crozie, and was burnt by her own crew. The Heros, 74 guns, stranded on the same sand-bank, was burnt by the English sailors; and the Juste, 74, was lost in the mouth of the Loire. Of the seven, or eight ships, which escaped into the River Villaine, the destruction of which Sir Edward found impracticable, only three could be brought out: the others, from frequently taking the ground, became unserviceable, and were broke up.

In (1762 *) Captain Alms, in the Alarm, was under the command of Sir George Brydges Rodney in the West Indies; —Sir George Pocock arrived in the Namur, 90 guns, with his Squadron, destined for the attack of the Havanna. Captain Alms, on the 6th of May, proceeded with the latter Admiral to Cape Nicholas, the place of rendezvous for the British Fleet; and continued there until all the Squadron from Jamaica, under Sir James Douglas, had joined. The whole Fleet † then stood through the Old Straits of Bahama ‡, on the 27th of May, led by the Richmond frigate, Captain Elphinstone, who had joined them, on the starboard, and the Alarm frigate on the larboard bow; in her passage from Martinico, to Cape François, she had taken two Curaçoa armed sloops—one of 18, the other of 12 guns.

They passed the narrowest part in the night, between Cape Lobos, and Cayo Comfito, keeping good fire-lights on each for their directions. On the 2d of June, in the morning, the Alarm, and Echo, 28 guns, Captain John Lendrick ‖, were

* On the 25th of December, 1761, Captain Alms sailed in The Alarm, from Spithead, with a convoy of merchant ships for Cork.—In February, 1762, he left Cork, with a convoy of one hundred sail, for the West Indies; and arrived safe with them at Barbadoes, after a favourable passage; from this island he sailed for Martinico, with some of his late convoy; and was then taken under the command of Sir G. B. Rodney.

† Consisting of nineteen ships of the line; eighteen frigates; and a fleet of transports containing 10,000 soldiers. In this fleet, Captain Chaloner Ogle was in the Dover, 40 guns.

‡ Sir George Pocock took the shortest, although the most hazardous of the two routes, as so much depended on dispatch: the easier route was to have sailed along the south side of the island of Cuba into the track of the galleons, to come round the west end of the island, and to have beat down to the Havanna.—The intricate and dangerous passage, on the north-east coast of the island of Cuba, and the grand Bahama bank, known by the name of The Old Straits of Bahama, is a very narrow navigation, near six hundred miles long. The fair way of the Strait is about eight leagues broad. Sir George, in his public letter, mentions his having found Lord Anson's Spanish Chart of the *Old Straits*, a very good one.

‖ Captain John Lendrick died about the year 1779. He was made Lieutenant on the 4th of June, 1746, and after ten years service, was advanced to the rank of Commander. In 1757 he commanded the Swallow Sloop. In 1758 was advanced to the Blandford, and soon afterwards to the Brilliant, 36 guns; during his first cruise he captured two French merchant ships, each upwards of 300 tons burthen.

ordered ahead to lie on the Cayo-Sal bank; and to make signals for avoiding danger to the Ships as they advanced. On the third, at day break, the Alarm discovered four sail ahead (Sir G. Pocock's dispatches mention five) in the north-west quarter: having made the necessary signal, the Admiral ordered both to chase. About eight A. M. the strange sail not answering the private signal, Captain Alms signified to the Admiral, that they were enemies; upon which several other ships were ordered to join the chace; among whom was the Valiant, 74 guns, having the Honourable Commodore A. Keppel's broad pendant on board—Captain Adam Duncan serving under him.

At ten A. M. it fell calm: Captain Alms however ordered his men to the oars, and with such success, that soon after two P. M. he came up with, and attacked the two largest—the Thetis, a Spanish frigate of 22 guns, (nine-pounders) one hundred and eighty men, and the Sphynx (the Admiral's letter calls it the Phœnix) store Ship, armed for war, 18 guns, and seventy-five men. After a most spirited action, which continued for three quarters of an hour, Captain Alms had the satisfaction of having both strike to the Alarm *. The remainder consisted of a brigantine, and two schooners, one of whom escaped; the others were captured by the chasing Ships: these vessels were bound to Matanzas, to load with timber for the use of the Spanish Navy at the Havanna, whence they had sailed twelve days before. The Alarm during this engagement, had fourteen men killed, twenty-six wounded, and received considerable damage in her hull, masts, yards, sails, and rigging. Captain Alms received a severe contusion in his left knee, and had three musket balls pass through his hat.

During all their passage through the Old Straits of Bahama, they had fine weather and little current; and on the 5th, in the evening, got clear through, and saw the

* A drawing of this glorious instance of British naval valour was made by Mr. Oxbridge, one of the Lieutenants, from which an engraving was taken.

Matanzas. On the 6th of June, in the morning, the Fleet brought to, about five leagues to the eastward of the Havanna. The Richmond, and Alarm, were ordered by the Admiral to reconnoitre The Moro, and explore the coast; in order to fix on a proper place for anchorage, and for disembarking the troops commanded by Lord Albemarle. Captain Alms was next sent with the Alarm, and the Cygnet sloop, 16 guns, commanded by the Honourable Captain Napier, in pursuit of two Spanish frigates, off the port of Mariel; on his arrival, he found they had both been captured by Captain George M'Kenzie of the Defiance, 60 guns: Captain Alms then returned to the Fleet, and giving up the command of the Alarm to Captain Wolesley, succeeded him in the Ferret, 14 guns, according to their respective commissions from the Admiralty, previous to the sailing of Captain Alms from England.

The Defiance, and Ferret, with a cutter, and some light transports, received orders to go to Port Mariel, under the command of Captain M'Kenzie; and there to weigh two of the enemy's ships, which the Admiral understood had been sunk at the entrance of the port, with a view of preventing the British Ships from anchoring in it. Captain M'Kenzie being taken ill, the execution of this order devolved on Captain Alms, who happily succeeded in raising the Ships; and so effectually cleared the port from every obstruction, that the harbour became of the greatest service to our Fleet: on account of illness, Captain M'Kenzie, removed into the Ferret, and gave the temporary command of the Defiance to Captain Alms, whose Ship was the first that came to anchor in the port; not long afterwards the Centaur, 74 guns, Captain Matthew Barton, was detached from the Fleet, and sent into the same place.

By the third of July, no less than 3000 seamen, and 5000 soldiers, were down of various disease: the deficiency of water was of all their grievances the greatest, and extremely aggravated the rest of their sufferings. On the 30th of July, the Moro was taken by storm; on the 11th of August

a flag of truce arrived at the British head quarters, the capitulation was signed on the 13th; and about noon, on the 14th, the British colours were hoisted *. The Admiral sent home his dispatches, dated August 16th, by the Dragon, 74 guns, commanded by the Honourable Augustus Hervey.

Captain Alms, after this memorable event, was removed by Sir George Pocock from the Ferret, into the Cygnet sloop, and sent to New York to convoy some transports with the Highland regiments; from which place he was to proceed to Newfoundland. Before Captain Alms's arrival this island had been retaken from the French—after some consultation with Sir Jeffery Amherst, it was at length determined, that the Cygnet should sail for England, with a convoy of transports, where Captain Alms arrived in December.

Much interest had been made in Captain Alms's favour, during his continuance at the Havanna, both by Lord Albemarle, and Commodore Keppel, to procure his Post Rank from the Admiral, but without success; he was however assured, that should any favourable opportunity offer, even during his absence from the Fleet, he should not be forgotten: the peace of 1763 had nevertheless taken place before the accomplishment of this event. On the 20th of June (1765) he was advanced to the rank of Post Captain, in consideration of his past services; which had been forcibly represented to The Board by Sir George Pocock, the Earl of Albemarle, and Commodore Keppel, on their return from the siege.

During the first years of The Peace, Captain Alms, who had been some time married, resided with his family at Chichester, in Sussex: among the many friends in that neighbourhood who respected his talents, and amiable character, the Earl of Hallifax seems to have taken the lead,

* We are informed by an officer who was at the siege of the Havanna, that the accounts hitherto published respecting it, are very incorrect: when, on his arrival in England, he read what had been perused by the public, he could hardly believe that he was present at the siege.

This nobleman made every exertion to procure Captain Alms a Ship, and in the month of July (1770) he was appointed to the Montreal frigate, 32 guns, 220 men, stationed for the usual period in the Mediterranean; at the expiration of the three years he returned to England, Captain of the Pallas frigate, 36 guns; and again retired to his worthy family at Chichester.

On the commencement of the American war *, Captain Alms's ill state of health, would not admit his accepting the command of a Ship; he was therefore appointed, by the Admiralty Board, (in 1776) regulating Captain in the Impress Service on the Sussex Coast, in which employ he gave great satisfaction. In the year (1778) when Admiral Keppel was made Commander in Chief of the WESTERN SQUADRON, among the names of the Captains which he gave in, as being those he particularly wished to serve under him, was that of Captain Alms; his health however was still too infirm, to enable him, thus honourably called on, to come forward; and with a patient resignation so visible in his character, he continued to execute his Duty diligently, and faithfully, in the Impress Service.

During the autumn of the year (1780) Lord Sandwich, whose zeal for the Service is well known, offered Captain Alms the command of the Monmouth, 64 guns, 500 men, destined for the East Indies: uneasy at leading an obscure life, in time of actual war, and with some hope that a warm climate might recruit his strength, our resolute Invalid forced himself from his anxious family; and on the 13th of March, (1781) having received orders to put himself under Commodore G. Johnstone, he sailed from St. Helens, as second in command.

On, or about, the 10th of April, the Fleet being near Bonavisto, the Commodore ordered Captain Alms, in the

* War commenced with America, June 14, 1774—With France, February 6, 1778—With Spain, April 19, 1780—With Holland, December 20, 1780.

Monmouth, to proceed to the Isle of Maio for water, with the Isis, Diana, Terror Bomb, Infernal Fire Ship, two East-Indiamen, and the victualling and ordnance Ships, in all eighteen sail; whilst the Commodore himself sailed for Porto Praya, in the island of St. Jago, with the Romney, Hero, Jason, Saint Carlos, and five other armed Ships—with the Rattlesnake cutter, and the rest of the Indiamen.

The water at the island of Maio not proving good, a letter was dispatched to the Commodore. Two sail were now seen from the mast-head of the Monmouth, which the Captain suspected might be reconnoitring Ships of the enemy: having made the necessary signal for speaking with all Captains, Masters of Merchant Ships, and also a signal for all persons on shore to repair on board, he sailed in the evening, having received an answer from the Commodore to meet him at Porto Praya. Early, on the 15th, he joined the Fleet; but a squall of wind coming from off the land, it was eleven at night before he could get the Monmouth moored in a good birth. The next day, about nine, A. M. the signal was made by the Isis for several sail being seen in the north-east; which proved to be a French Squadron, consisting of five Ships of the Line (two of 74 guns, and three of 64) with a large convoy, under the command of Monsieur de Suffrein, in L'Heros, 74 guns, who made a bold attack on the British Fleet, at anchor in Port Praya Road, at eleven in the forenoon; and in about an hour, was repulsed.—Captain Alms on this occasion * behaved "as he was wont in battle;" and obtained a share of that praise, so justly due to the gallantry and firmness of those officers, whose courage rose superior

* The French Commodore led on within two cables length of the Monmouth; when hoisting his broad pendant, and hauling up his courses, after firing two shot at the Isis from his larboard bow, as he luffed up, he immediately suffered his ship to shoot up in the wind, as far as the force with which she was sailing, enabled her; and then let his anchor go, when abreast of the Monmouth. Commodore Johnstone, in his letter, which appeared in the Gazette, June 8, 1781, notices the well-directed fire that was kept up by Captain Alms.

to every disadvantage; and who alone baffled the daring attempt of the enemy.

On the fifth of May, the Fleet left St. Jago, and having made the island of Trinidada, proceeded for the Cape, which was the great object of the Commodore's attention. The Jason, Active, Lark, and Rattlesnake, were sent forward to reconnoitre; and, on the 10th of June, all the East-India Ships except four, received permission to part company, and to proceed on their voyage.

On the 10th of July the Ships, sent to reconnoitre, joined with an outward-bound Dutch East-India Ship, they had captured; who brought the intelligence that Mons. de Suffrein with his squadron, and troops, had safely arrived in False Bay, and immediately garrisoned The Cape for the Dutch: she also informed the Commodore that five homeward bound Dutch East-India Ships were at anchor in Saldana Bay.

The Squadron turned into Saldana Bay, in a line of battle ahead, on the 21st of July; and opening the Flagstaff-Point discovered the five sail at anchor. The Dutch, on seeing our Ships stand in, cut their cables, and drove ashore; one of them was set on fire, and destroyed, the remainder, by great exertions, were saved.

The British Fleet left Saldana Bay on the 25th; and having doubled the Cape by the 27th, General Meadows repaired on board Captain Alms's Ship the Monmouth; who then receiving orders to part company, saluted the Commodore, and proceeded without delay to the East Indies, with the Hero, Isis, St. Carlos, and all the armed, and other transports, ordnance Ships, victuallers, and four Indiamen; making in all about twenty-four sail. Owing to contrary winds, calms, and currents, it was the 21st of August before he made Port Felix in the island of Madagascar; and the second of September before the Monmouth, with part of the Squadron, came to anchor in Joanna Road, with the crews in a very weak, and sickly state, from their long passage,

and the scarcity of water*; by the sixth all the Ships were safe at anchor.—On the island of Joanna, from the Ships of war alone, six hundred seamen, and marines, were landed, who were down with flux or scurvy, only ten of whom died. By the 24th of September, the whole of the sick were re-embarked, when the Squadron weighed, and sailed for the island of Bombay, on the west coast of the hither peninsula of India. The season being too far advanced, and falling in with a strong current setting to the south-west, instead of making the coast of Malabar, Captain Alms, on the 16th of November, found himself driven towards that of Arabia Felix, in the latitude of 19° north. Captain Alms, having thus lost his passage, and finding the water and provisions fall short, determined to explore the Coast, in order to discover some secure place for an anchorage. He accordingly, on the 18th of November, detached Captain Smith in the Manilla armed tender, on this essential duty; who in three days returned with a favourable account of Moribatt Bay†.

In consequence of this intelligence, Captain Alms, beat up with his whole Fleet, having previously allowed the Captains of the East-Indiamen to part company; and on the 26th of November anchored in Moribatt Bay†, with some of his Ships, the rest followed with all possible expedition. In

* The scarcity of water would have been a more fatal calamity had not Captain Alms ordered stills to be used by the Ships, by means of which a large quantity of fresh water was procured from that of the sea. The quantity thus produced in the Monmouth, amounted to about one hundred and twenty gallons a day; and much more might have been procured, had not the distillation been checked by the idea that the fuel for culinary use would be too much reduced.—Although this mode of obtaining fresh water, is now more generally known, and our Ships in general are furnished with stills, it is right to add, that Captain Alms, in a letter to the Admiralty, gave an ample account of the great benefit, which had thus been obtained.

† Moribat, on the coast of Arabia, is about nine leagues to the east from Dofar, and is the best road on all the Coast for the easterly Monsoons. There are no certain Tides on the Coast, though the water will sometimes rise, and fall, seven or eight feet; but it generally flows as the wind blows, and changes seasons with the Monsoons. Its latitude is 16 deg. 45 min. N. and longitude 55 deg. 25 min. E.—*Malham's Gazetteer.*

this Bay Captain Alms found water, though not of the best kind, yet sufficiently good to alleviate the scarcity on board; but finding no supply of provisions, except a few goats, and a small quantity of ray fishes, he put the whole Squadron on half allowance.

Having completed the watering of a part of his Squadron, and seriously considered, that if he did not join Vice-Admiral Sir Edward Hughes by the middle of February, Monsieur de Suffrein would be on the Coromandel coast, and in conjunction with the French Ships, already in the Indian Seas, would form a superior force; Captain Alms, without loss of time, consulted with General Meadows, on what could best be done for the public service—when they both were of opinion to leave the one hundredth regiment, and the remainder of the convoy, at Moribatt, under the command of Captain Smith of the St. Carlos, with orders to follow as soon as possible to Bombay. Taking therefore in his own Ship the ninety-eighth regiment, Captain Alms sailed on the fifth of December, with the Hero, Isis, Manilla Tender, Royal Charlotte, and Raikes; and on the 6th of January (1783) anchored with all of them, except two which had separated in the passage, in Bombay harbour; with only four days provisions, at half allowance, in the Monmouth.

When we consider the very precarious state of this officer's health, and also remember that he was now in his fifty-fourth year, greatly enfeebled by an asthmatic disorder, with which he had long struggled; we cannot but admire that zeal for the Service, and that high principle of doing his duty to the last, which enabled him to preserve such continued presence of mind, with an unsubdued spirit of perseverance. Hardly arrived at Bombay, he immediately made every exertion to join Sir Edward Hughes: the brackish water procured at Moribatt, was got out of the hold; the Bends, and other parts of the Ship that wanted, were caulked; the masts, and yards of the Monmouth, which had been wounded in the action at Port Praya, were shifted; the rudder of the Isis was unhung; the main yard of the Hero

was fished, and five of her lower deck gun carriages repaired; as much provision, as could be obtained, was taken on board the Squadron, the watering of the Ships of War was completed; and thus prepared, he sailed with them only, and joined Sir Edward in Madras Road on the evening of the ninth, and landed General Meadows, with the troops, at Madras. This event, which proved of so much importance to the British Fleet under Sir Edward Hughes, Captain Alms, like a true seaman, would never attribute to his own judgment, but solely to Divine Providence: the accomplishment of such a voyage, at so late a season of the year, when distressed for every necessary article, astonished professional men who were acquainted with those seas.

On the 15th of February, only five days after Captain Alms's arrival with the reinforcement of three Ships of the Line, and a Sloop, Mons. de Suffrein, his old antagonist, appeared off Madras, with a Squadron consisting of twelve Line-of-battle Ships, six frigates, eight large transports, and six captured vessels;—he anchored about four miles without the Road. The Squadron, under Sir Edward Hughes, consisted of nine sail of the Line*.

At four P. M. on the 15th, Mons. Suffrein weighed, and stood to the southward; Sir Edward immediately threw out the signal to weigh, and stood after the enemy. On the 16th, at day-break, the signal being made for a general chace to the south-west, the Isis, Captain Lumley, † captured the Lauriston Store Ship; and at the same time Captain Alms, in the Monmouth, gave chace to a frigate of 44 guns, and was coming up with her fast, when Sir Edward, observing that the French Squadron had put before the wind, to protect their transports, and that four of their best sailing line-of-battle Ships had got within two or three miles of his sternmost ones, threw out the signal to recall the chace.

* Superbe, 74, the Flag Ship; *Captain*, W. Steevens. Exeter, 64, Commodore Richard King; *Captain*, Henry Reynolds.

† In the course of this chace, six sail, five of which were English, taken by Suffrein when to the northward of Madras, were recaptured.

During the Action that ensued on the 17th of February, the Exeter, Commodore R. King's * Ship, was nearly cut off by five Ships of the enemy: one shot under his lee-bow—another on the Exeter's beam—another on her lee-quarter—and two others were astern, occasionally giving her raking broadsides; thus, as Sir Edward himself expressed it, she was reduced almost to the state of a Wreck. Captain Alms, in the Monmouth, led the Squadron on the larboard tack; but as the Enemy, who had the wind in their favour, never advanced beyond the centre of the British Line, neither the Monmouth, nor any other Ship ahead of the Admiral, had any material share in the Action of the 17th. As the evening closed, and after the two Squadrons had separated, Captain Wood of the Hero, hailed the Monmouth, and told Captain Alms, it was the Admiral's order that he should find out THE COMMODORE, and stay by him; giving every assistance in his power. Captain Alms accordingly steered for the Exeter, stayed by her during the night, and the next morning taking her in tow, continued to do so, until the 24th; when the whole Squadron anchored in the outer harbour of Trincomale, in the island of Ceylon. On the 4th of March the Admiral left this station, and on the 12th anchored with the Squadron off Madras †.

On the 6th of April, the signal for a sail in the south-west quarter was made by the Hero; on which her signal was thrown out to chase; and soon afterwards the Monmouth's. The strange Ship, finding she could not escape, hauled in shore:—the Monmouth sailing faster than the Hero, got up first, and forced the strange Ship to run ashore. Captain

* Now Sir Richard King, Admiral of the White, created a Baronet on the 7th of July, 1792. During this action a shot struck the head of his Captain, (Reynolds,) and blew his brains over the Commodore, who never flinched. On being told by his Master, towards the conclusion of the action, that two more of the enemy's Ships appeared to be coming up; and being asked, when they were nearly within gun-shot, what he would do with The Ship, answered coolly—*Fight her, Sir! till she sinks.*

† On the 30th of March, Sir Edward Hughes; was reinforced at sea, by the Magnanime, 64 guns, Captain Charles Wolseley, and the Sultan, 74 guns, Captain James Watt.

Alms had fired some broadsides at her, when the Hero, 74 guns, and Seahorse frigate, came up, and let their anchors go, abreast of the enemy.—Captain Alms, having given his orders to these Ships to wait the return of tide, and if she floated to bring her off, or otherwise to burn her, made sail, and returned to the Admiral, with an account of what had taken place: the vessel was afterwards burnt, and proved to be a small frigate, of 22 guns, from France, with dispatches for their Commanders in Chief

On the 12th of April another engagement * took place, off the island of Ceylon, in which Captain Alms distinguished himself in the most brilliant manner. On this day the Monmouth was Sir Edward Hughes's second, on the starboard tack.

[a] At half past noon, the Admiral made the signal to alter the course, the Fleet was then steering two points to port.—At forty-five minutes past noon, the Admiral made the Isis's signal for being out of her station; at one o'clock the signal was made to veer,—and two minutes after, the signal was thrown out to engage—immediately the Admiral hauled down the signal to engage, and repeated the signal to veer. At this time the headmost of the enemy's Ships began to fire upon our van; upon which the Admiral hauled down the signal to veer, and repeated the signal to engage. As soon as the Monmouth came within the Point-Blank, she engaged the enemy's third Ship, which passed her under a press of sail:—and in the heat of the action Captain Alms observing that Monsieur Suffrein, and the Ship next to him, were bearing down on the British Admiral, apparently with an intention to board; animated with naval spirit to support the honour of his Country's Flag, Captain Alms huffed up the Monmouth to rake Suffrein's Ship, which brought her within pistol-shot. The French Commander struck with this daring manœuvre, having given Sir Edward Hughes a broadside, shot his Ship up alongside of the Monmouth, and with two of his nearest Ships, opened a terrible fire upon her, which continued from a quarter after one, until three o'clock; when the Monmouth's mizen mast fell over the stern, and the main-mast over the larboard quarter. The French Admiral seeing her distress, but having himself severely suffered, set all the sails he had left,

* We have not given an engraving of this action, as we wish first to be favoured with the original painting, in the possession of the family.

and hauled out of the line, having the weather gage: in this however he was greatly interrupted by a brisk fire from the Monmouth.—The firing having now ceased in The Centre, and Rear of both Fleets, and the smoke beginning to disperse, Captain Alms found himself to windward of the British line, and also to windward of part of the van of the French: perceiving that seven Ship's of the enemy's rear were standing for the Monmouth, he put her before the wind, and cut away the wreck of her masts. In getting down to the rear of the British line, he received several broadsides from the enemy, as he passed them, which to the best of his ability he returned with his larboard guns, and at length took shelter to the leeward of our own Ships.

Before the fall of the Monmouth's masts, eight men, that is, two sets of helmsmen, had been killed, or wounded at The Wheel—the wheel itself had been dismounted, the ensign had been shot away from its staff, and another hoisted at the mizen peek: after the loss of the mizen mast, Captain Alms caused *the colours to be nailed to the stump of that mast*; thus declaring, as did lately our gallant veteran off Camperdown, that they should never be struck!—the pendant in like manner was secured to the stump of the main-mast. The Monmouth, in this most gallant action, had seven of her guns dismounted, forty-five men killed *, and one hundred and two wounded. Captain Alms received two wounds in the face from splinters, two musket balls passed through his hat, his hair was on fire, his coat torn between the shoulders, and part of it shot away: in this situation he was left on his quarter deck, with only his first Lieutenant, Mr. George Murray †, and Mr. Tatlock his Master: every other person quartered there, and on the Poop, having been killed or wounded, except Captain Pierce of the marines, and his second Lieutenant M. Minheer, who, after their men had been all killed, or wounded, *nobly went and assisted at the guns, on the Main Deck.*

In the evening, at a quarter past five, the Admiral threw out the Signal to anchor; when the Monmouth fell into a quarter less than

* During this action Captain Alms lost his eldest son GEORGE PIGOT ALMS, who was one of the Lieutenants in the Flag Ship, The Superbe: he was Lieutenant in the Monmouth in the former action with Mons. Suffrein. It is not improbable that this young officer fell from the broadside, which the French Commander poured in, at the very instant when Captain Alms, in the Monmouth, so gallantly luffed up to defend The Superbe. Lieutenant Alms died whilst distinguishing himself in action. This officer was the pride and hope of his parents; though young possessing considerable merit—beloved and regretted by all who knew him. It was a severe loss to his brave Father, and cast a gloom over the glory of this memorable day:—*He saw thy coming battles! He beheld the battles which ought to come.* "*And fallest thou son of my fame! And shall I never see thee! when others hear of their sons, I shall not hear of thee!*" OSSIAN.

† Afterwards advanced Post Captain.

four fathoms water, and immediately struck hard upon a shoal: Captain Alms let go his small bower, and came head to the wind. —He then ordered the Well to be sounded; and from the number of shot which The Ship had received between wind and water, found five feet water in the hold.—At six, the Admiral anchored in shore of the Monmouth; and soon afterwards, three of the enemy's Ships were observed bearing down to attack her; upon which having drove over the shoal, she cut her cable, and ran within shore of the Admiral; and coming to an anchor in six fathoms, on his starboard quarter, took shelter during the night under his wing: at the same time the French anchored to the northward of the British, distant about six miles. Captain Alms now got his Ship, as much in order as was possible; cleared the guns that were not disabled, to be ready for a second attack, and put a spring on the cable: Ship's company remained all night at quarters.—From the day of the action, to the 18th, they were employed in raising jury masts*, and getting ready to proceed to sea.

On the morning of the 18th, by eight o'clock, the French Squadron got under sail, and stood to the south-east; they then tacked and stood in shore towards the British Fleet; then tacked again, and stood to the south-east, and the next morning were out of sight. At this time the Friar's Hood bore S. ¼ W—distance from the nearest shore about two miles. On the 21st Sir Edward threw out the signal to weigh; and the next day for all sick and wounded, to be landed

At Trincomale, in the island of Ceylon, whose bay affords an excellent roadsted† for Ships on the Coromandel coast, and whose harbour has considerable resemblance to that of Portsmouth, being almost land-locked, the Monmouth was refitted, as well as circumstances would allow.—On the 24th of June Sir Edward Hughes sailed thence; and on the fifth of July, being at anchor in Negapatnam Road, discerned the French Squadron advancing towards him, from the northward, favoured by the sea breeze. The Admiral immediately unmoored, and got his Ships under sail: towards evening the wind coming off the land, the British Fleet had the wind of the enemy. Sir Edward kept plying off, and on, until day-light, endeavouring to

* Captain Alms finding the hull in a very bad state, requested that his Ship might be surveyed. The same day, in consequence of an order from the Admiral, Commodore R. King, with four of the senior Captains of the Fleet, attended by the Admiral's Carpenter, and four other Master Carpenters, surveyed the Monmouth, and reported, that—"it was their opinion, if the Monmouth was to be fitted with jury masts, she might under the care and protection of the Squadron proceed to the nearest harbour."—They also reported many very material damages.

† It is prejudicial to the health of seamen, being too much sheltered from the sea breeze.

get the wind of the enemy; at which time the French Squadron, that had anchored, were seen getting under sail, and standing to the westward—he then threw out the signal to form the line of battle on the larboard-tack, the enemy having formed theirs on the opposite one. Soon afterwards Sir Edward made the signal to form the line abreast; and at ten minutes past seven, a third to bear down, each Ship in our line against the Ship opposed to her in the enemy's line—but the enemy continuing in a line on the starboard tack, our Ships were obliged to form in the same manner. At forty minutes past ten the enemy's line began to fire: when a very close, and desperate action* commenced with Commodore King's attack on the enemy's van; from ten minutes after eleven, until thirty-five past noon, the engagement was general from van to rear in both sides, and mostly very close. Victory at length appeared to have declared in our favour—one of the enemy's Ships having struck †, a second having been dismasted, several others much damaged, and their main body giving way; when, on a sudden, the wind shifted, by the setting-in of the sea breeze; which gave the French the weather-gage, and threw the British Squadron into some disorder: a cannonade soon afterwards took place between some of the Ships, which lasted about an hour.—At half past four Sir Edward hauled down the Signal for the line of battle ahead on the larboard tack, which he had thrown out at half-past-one, and made the signal to prepare to anchor; and at five, the Admiral anchored between Negapatnam, and Nagore; the other Ships of the Squadron anchored as they came in with the land, and the Worcester next day. The enemy anchored, about six, P. M. in a close body, about four miles to the northward, to leeward of the British Squadron. On the 7th, in the morning, the damages sustained by the different Ships appeared to the Admiral so great, that he gave up all thoughts of pursuing The Enemy: at nine A. M. the French got under sail, and returned to Cuddalore Road ‡; their dis-

* The French Fleet in this action consisted of *ten* Ships of the Line according to the accounts published by the East India Directors—Sir Edward in his letter makes them twelve. The *English* Hannibal, 50 guns; and the Frigates Bellona, Naide, and Diligente—Sir Edward Hughes had *eight* line of battle Ships, with the Sultan, Magnanime, Isis, and Sea Horse.

† La Severe had struck to the Sultan; but, while the Sultan was wearing to join the Admiral, La Severe *made what sail she could*; *ranked the Sultan*, without shewing any colours, and then escaped among the French Fleet. Sir Edward Hughes sent the next day to demand the dishonourable Frenchman; when Mons Suffrein submitted to send as his answer,—*that the halliards of her ensign had been shot away, and that her colours had come down, without being intentionally struck. Such were the French in the year* 1783.

‡ On the coast of Coromandel, near the place where formerly stood Fort St. David. It was taken by the French in 1781. In 1783, it stood a severe siege against the English, which was ended by the intelligence received from Europe of the Peace. It is eighty miles south of Madras.

abled Ships ahead, and those less so covering their retreat in the rear.

In this action, the *eighth* in which Captain Alms had been engaged, it did not fall to the Monmouth's lot, to sustain a very considerable share, the enemy's rear being so far to leeward, that the Ships of the British Rear could not, even whilst the wind was favourable, close with them, without considerably breaking the order of their own Line. The Monmouth's loss consisted of fourteen men wounded, the greater part of whom died. Her first Lieutenant Mr. Gascoign, received from some splinters a severe contusion on his head, and was struck down close by the side of Captain Alms, on the quarter deck: the contusion, though severe, did not prove mortal.—Sir Edward Hughes proceeded in a few days to Madras Road to repair the damages his Ships had sustained, and to take in provisions.

Towards the end of July, 1782, it having been determined in the Madras Council, that it was absolutely necessary to send a supply of European troops, engineers, stores, and provisions, for the preservation of the garrison at Trincomale, Captain Alms was fixed upon by Sir Edward Hughes for the execution of this service: Captain Graves of the Sceptre, 64 guns, one of Sir Richard Bickerton's * Squadron, who had arrived in India on the 13th of the above month, received orders from the Admiral to put himself under Captain Alms's command. On the 1st of August, the troops, and stores being embarked, the Monmouth and Sceptre † left Madras. Sir Edward, in his official letter of the 12th of August, when mentioning the service on which Captain Alms had been sent, adds—"And I have the satisfaction to inform their Lordships, that service had been very completely performed, and the two Ships rejoined me on the tenth of this month."

Vice-Admiral Sir Edward Hughes, on the 20th of August, 1782, sailed from Madras with his Squadron, consisting of twelve line of battle Ships, three frigates, the San Carlos Store Ship, and Combustion Fire Ship; but he met with such strong currents, and contrary winds, that he did not see the land of Trincomale before the second of

* Sir Richard Bickerton, created a Baronet on the 19th of May, 1778, Vice Admiral of the White, and Port Admiral at Plymouth, with his flag in the St. George, 98 guns; died on the 2nd of February, 1792. His son is at present Rear Admiral of the Blue.

† By the 5th of August they were in Back-Bay at Trincomale. On the 6th they landed the troops, stores, and provisions. At day-break on the seventh, Captain Alms discovered The French Fleet to leeward in the offing; the wind being then off the land: he immediately got his Ships under sail, and stood away with them W. N. W. along shore. He was chased for a short time by two of the French Ships; but on the 10th of August anchored again in safety with the Sceptre in Madras Road; and immediately received the Admiral's warm approbation of the service he had thus critically performed in the space of ten days.

September in the afternoon, when the signal was thrown out to bring-to.—The next morning at four A. M. the Squadron filled, and stood in for the land, and at day-break the Admiral, and his Squadron, had the mortification to behold the French Fleet at anchor in BACK-BAY, and the French Flag flying at both Forts *.

When Mons. Suffrein, on the morning of the third, discovered the British Fleet, he immediately weighed, stood out of Back-Bay to the south-east, with fifteen sail of the line †, three frigates, three sloops, and a fire Ship, and formed ahead on the starboard tack; the wind blowing strong at south-west off the shore, which placed them to-windward of his Majesty's Squadron: the twelve British Ships formed the line without delay, and about two in the afternoon a fourth engagement commenced.

Early in the action, the Worcester, 64, Captain Charles Wood, who was the rearmost in the British Squadron, owing to her heavy sailing had fallen far astern. The Monmouth was the next Ship to her. Captain Alms with a resolute presence of mind, which marks the perfect Seaman, observing three of the enemy's line of battle Ships, edging down upon the Worcester, with a manifest design of cutting her off,—threw the Monmouth's main topsail aback, to give the Worcester an opportunity of closing: Sir Edward Hughes perceiving this manœuvre, and possessing a mind sufficiently liberal ‡ to appreciate its importance, instantly followed Captain Alms's example, with the whole of the Squadron. The three French Ships finding their intention thus frustrated, hauled their wind, to get back into their line: the Worcester being secured, the British Squadron again filled their main-topsails, and stood on in a line with the enemy.

From the second broadside which the Monmouth sustained in this action, she received a shot nine feet below the water line, that entered her fore magazine, and caused her to make four feet water in the space of an hour: in consequence of which six of her lower deck guns became useless; all the hands quartered at them being taken off, and obliged to work at the chain pumps—no spare men having been this

* Trincomale, the best and finest harbour in the East Indies, was taken from the Dutch by the English in 1782, was retaken by the French in the month of August following, and was restored to the Dutch by the peace of 1783, who again lost it during the present war

† Mons. Suffrein had been reinforced by the Illustre, 74, the St. Michael, 64, and the Elizabeth, formerly a Company Ship, 50 guns, with several transports; so that he had altogether at anchor, in the several bays, thirty sail.

‡ No Commander possessed more of this than the ever lamented EARL HOWE; who was sensible of the great advantages that may often be thus attained. An instance of this advantage appeared in the remarks of Sir H. Nelson on the 14th of February. Vid. pages 500, 501.—An officer however does it, to use their own expression,—with an halter round his neck.

day on board the Monmouth * ; she however had not a man killed, and but two wounded. The British line throughout the day was extremely well preserved. The Exeter, and Worcester, suffered most, in their masts and rigging. Many of our brave officers were killed, or desperately wounded †.—Immediately after the action, which terminated with the close of day, the two Fleets separated ; the British stood for Madras Road, and the French for Back Bay Trincomale.

Sir Edward Hughes being obliged to leave Madras Road, on account of the north-east monsoon, which had set in with an hard gale of wind ; on the 15th of October, 1782, he prepared to sail with the line of battle Ships for Bombay ; leaving all the frigates to cruise between Point Palmiras and Madras Road, for the protection of the merchant Ships, and other vessels. Sir Edward arrived at Bombay the end of November, with the greater part of the Squadron :—during the passage, the Hero, with Commodore King's pendant, the Monmouth, Captain Alms, and the Sceptre, Captain Graves, were detached to Goa, a Portuguese settlement on the Malabar coast, to refit.—The Admiral, on his arrival at Bombay, being reinforced from England, by five Ships of the line under the command of Commodore Sir R. Bickerton ; and being afterwards joined by three Ships from Goa, sailed from Bombay, and on the 14th of April, (1783,) anchored in Madras Road. A Fifth Action soon afterwards took place between the British, and French Fleets ; but as Captain Alms, whose public services this memoir is intended more particularly to record, could not, on account of a severe illness, bear a share in it, we shall only add—that some time previous to this event, Lieutenant Donald Campbell received an acting order from The Admiral to take on him, for the time being, the command of the Monmouth ; and Captain Alms had Sir Edward's permission to stay at Madras with the faint hope of re-establishing his health.

On the 17th of September, 1783, war having ceased between the English, and French Fleets, in India ; and Captain Alms feeling, or being resolved to feel, that his health was considerably recovered, reassumed the command of his Ship, and was heartily welcomed by the crew, who were devoted to their

* On the contrary, instead of her proper complement, (500 men,) all she had on board amounted only to 300—including the Captain, and Officers—and also the boys.

† The Hon. Captain Lumley, of the Isis, a most promising young officer, and Captain James Watt, of the Sultan, who was deservedly esteemed, were killed. Captain C. Wood, of the Worcester, was wounded, with little hopes of his recovery.

brave Commander. He soon received the Admiral's orders to put himself under Commodore Sir R. Bickerton, and to proceed with that officer to Tellicherry; whence, having landed part of the thirty-sixth, and fifty-second regiments, as a reinforcement to the British army against Tippoo Saib, the Commodore with his Squadron, consisting of the Gibraltar, Monmouth, Defence, Worcester, Eagle, and Hound Sloop, sailed for Bombay, and arrived in the harbour on the 5th of November.—The Monmouth was immediately sent into dock; and after undergoing a thorough repair, came out on the 24th of December.

Having received orders from Sir Edward Hughes, then at Bombay, to take under his command the Isis, Crocodile, Chaser, and Combustion, and to proceed with them to Spithead, Captain Alms sailed in the Monmouth, accompanied with the above Ships, from Bombay, January the 13th, 1784, and arrived at The Cape by the 7th of March. On the 12th of April, he sailed from the Cape with all his Ships, except the Crocodile, which had been previously ordered to sail for England by Commodore R. King. Captain Alms during his passage home touched at the islands St. Helena and Ascension; and having parted company with the Chaser, and Combustion, owing to their slow sailing, anchored at Spithead on the 13th of June. Soon after his arrival his good old Ship the Monmouth, by order from the Admiralty, sailed into Portsmouth harbour, and was paid off on the fifth of July.

Captain Alms now returned to the domestic solace of his anxious family, and to receive the hearty welcome of his numerous friends. The fatiguing and anxious Duty he had lately been engaged in, had too much shaken the precarious state of health that long withheld him from the Service of which he was so distinguished an ornament. His patience and resignation were such as might be expected from a man, whose principles had been ever founded on the basis of religion. Having borne a long and painful illness without a murmur, he met death with all the fortitude of a mind

long accustomed, to behold its terrors, and to rise superior to their influence :

——— " While storms, and oceans raved,
What hopeless toils thy dauntless valour brav'd!
By toils, like thine, the brave ascend to heaven ;
By toils like thine Immortal Fame is given.—
Who proudly just to Honour's stern commands,
The Dogstar's rage on Afric's burning sands,
Or the keen air of midnight polar skies,
Long watchful by the helm, alike defies :
Who on his front, the trophies of the wars,
Bears his proud knighthood's badge, his honest scars ;—
Seornful of Gold, by noblest ardour fired,
Each wish by mental dignity inspir'd ;—
Him whom her son mature experience owns,
Him, him alone, Heroic Glory crowns.

Captain Alms died at Chichester, on the 8th of June, 1791 ; and was buried in the Cathedral. He left a wife, and five children.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. IX.

SIR Edward Hughes's Squadron in the action off Trincomale, August the 3d, 1782 ; as illustrating the preceding Biographical Memoir of the late Captain James Alms.

Superb, 74, Sir E. Hughes *.
Exeter, 64, Commodore R. King.
Hero, *coppered*, 74.
Sultan, *ditto*, 74, Captain James Watt, *died of his wounds.*
Burford, 70, Captain Rainier.
Monarca, 68, Captain Gell.
Worcester, 64, Captain Charles Wood, *dangerously wounded.*
Monmouth, *coppered*, 64, Captain James Alms.
Eagle, 64, Captain Reddall.
Magnanime, *coppered*, 64.
Sceptre, *ditto*, 64.
Isis, *ditto*, 50, Hon. Captain Lumley, *killed.*

FRIGATES.

San Carlos, *coppered*, 44.
Active, *ditto*, 32.
Coventry, *ditto*, 28.
Medea, *ditto*, 28.
Seahorse, *ditto*, 24.
Combustion, Fireship.

* Sir Edward's captain, Maclellan, was killed in the action of the 6th of July: the Admiral mentioned him in his dispatches as an excellent officer in every department of the service.

French Squadron, under Mons. de Souffrein, on the 3d of August, 1782, in Back Bay, Trincomale.

L'Hero, 74 guns, *coppered*, Mons. de Souffrein, Chef d'Escadre, 625 men.
L'Orient, 74, Capt. du Pallaire, ditto.
L'Annibal, 74, Tromeline, ditto.
L'Illustre, 74, *coppered*.
Le Vengeur, 64, *coppered*, Forbin, 516 men.
L'Artisien, 64, *coppered*, L'Andeis, ditto.
Le Sphynx, 64, *coppered*, Duchaleau, do.
Le Brilliant, 64, St. Felix, 516 men.
Le Severe, 64, Saltier, ditto.
Le Bizarre, 64, ——, ditto.
L'Ajax, 64, Bouvet, ditto.
St. Michael, 64, *coppered*.
English Hannibal, 50, *coppered*.
La Flammand, 50, de Quebeville, 430 men.
La Consolante, 50.

FRE'GATES.

La Pourvoyeuse, 40 guns, du Galle, 400 men.
La Bellone, 36, *coppered*, Bovard, 350 men.
La Fine, 40, *coppered*, Perier de Salvert, 400 men.
La Sylphide, 18, ——, 200 men.
La Chaseur, 18, *coppered*, —, —
La Diligente, 8, ——, 80 men.
La Pulveriseur, Fireship.

CAPTAIN R. WILLETT MILLER.

MR. EDITOR,

"THE services of my late excellent friend Captain Ralph Willett Miller, whose life was unfortunately lost on board the ship he had so gallantly commanded at the Battle off the Nile, have been so little known in proportion to their consequence, and their brilliancy, that I wish much to see them recorded in your publication.

"The detail which accompanies this letter, is simple and unadorned: those who had the happiness of serving with the departed hero, might fill it with the more minute circumstances, which interest the feelings and engage the affections. The whole truly delineated, would pourtray such a character, as rarely adorns human nature—The most active and zealous patriotism, extensive professional knowledge, executed with a clear judgment and firm bravery, with a mind inspired by the purest religious principles, formed in closest connection the whole of this much regretted friend.

"He was born in New York, January 24, 1762, and was the son of an American gentleman who unfortunately lost his whole property by a steady adherence to the royal cause in that country: he married Miss Ann Witchell, daughter of the late worthy Mr. George Witchell, many years head master of the Royal Academy at Portsmouth, under whose tuition the subject of

this letter commenced his nautical studies, and where the writer of it had the happiness of first seeing, and of course loving and admiring him.

"On the 14th of May 1799, the melancholy explosion took place, which deprived this country of a true hero and steady patriot, his king of a faithful subject, and those he honoured with his friendship of a treasure not to be replaced. What then is the loss which his lamenting widow and fatherless children have sustained? Until I can first find words to do justice to his character as an husband and father, and to describe the warm tenderness of his affectionate heart, his unshaken and undeviating love towards those objects of his fondest and most constant regard, I must be silent on the extent of their loss!

"Government has granted the widow a pension of £100 *per annum* for her life; and to her two daughters, one of eight, the other seven years of age, £25 *per annum* each until they marry.

Portsm. Nov. 19, 1799. C. V. P.

NARRATIVE.

CAPTAIN MILLER was discharged from the Royal Academy at Portsmouth in 1778 into the Ardent, and served under the command of Admiral Gambier in America. At this early period, his zeal and attention strongly recommended him to the notice of that commander, by whom he was much employed in the flat boats against the rebels in that country. He was afterwards in all the actions fought under the command of Admirals Barrington, Rodney, Hood, and Graves, and was at the capture of the several islands in the West Indies, being also wounded in those actions. He was promoted to the rank of Lieutenant in 1781, by Lord Rodney.

In the present war, he sailed from England lieutenant of the Windsor Castle, with Admiral Cosby, in April, 1793: was employed in the batteries at Toulon, and at the destruction of the French Ships in the harbour; and twice nearly lost his life by his zeal to execute that service in the most effectual manner: which, as well as the particular share he had, and the success of his endeavours, is manifested by Sir Sydney Smith, in his public letter on that occasion. He was soon after taken into the Victory by Lord Hood, the commander in chief, and was at the reduction of St. Fiorenzo, Bastia, and Calvi in Corsica, and frequently landed on that service. On the French fleet taking shelter in Gourjean Bay, he volunteered the attempt of setting fire to them at their anchorage, which was accepted by Lord Hood; who immediately appointed him (then third lieutenant of the Victory)

to the command of the Poulette, one of the French frigates brought away from Toulon; fitted as a fire ship for this purpose. He made five attempts in June, and July, 1794, to enter the Bay, and was once so near in, as to receive the fire from the enemy's batteries: the wind constantly drawing off the land as the night came on, frustrated his utmost endeavours to gain the anchorage, which he was constantly hovering about the shore to effect. After six weeks being spent in that service, in which he suffered very materially, it was given up, being deemed impracticable. He was in the general actions under the command of Lord Hotham, 13th and 14th March 1795, and was primed ready for service, in case the enemy could have been brought to close action; and again on the 13th July 1795. He was promoted into the Mignione, lying at Corsica, where his exertions have been very particularly acknowledged by Lord Minto, the Viceroy. Upon his services being made known to the Commander in chief, he was removed to a more active situation, and appointed to the command of the Unité; and was immediately on joining the fleet, then off Toulon, dispatched by the Earl St. Vincent on a confidential service to the Adriatic, which he continued to execute until the evacuation of Corsica; when he was recalled to join the fleet, and soon after advanced to the command of the Captain, bearing Lord Nelson's broad pendant at the request of his Lordship from the knowledge he had of his services, being scarcely personally acquainted. In the memorable action of the 14th of February 1797, he had a very distinguished situation, as acknowledged by the testimony of the commodore, and the Commander in chief. At the blockade of Cadiz he was always employed in the boats to counteract the gun boats of the enemy; and in one of those engagements, after having subdued his opponent of superior force, was happily instrumental in saving Lord Nelson, who was hard pressed by the enemy, and by his assistance was enabled to capture them: he was also employed in placing the bomb vessels, whenever such service was necessary; and was removed from the Captain to the Theseus, with Lord Nelson. On the expedition against Teneriffe, Capt. Miller was at the storming of Santa Cruz, and the first man that entered the enemy's works at the Mole: in forcing his way into the town to join the other parties, he suffered very much, his clothes being torn, his body bruised, and his face much cut by the stones which the enemy's shot threw over him. On Lord Nelson's return to England, he continued in the command of the Theseus, and was employed, as before, in the blockade and bombardment of Cadiz, and was twice engaged with the enemy's gun boats in Gibraltar Bay. When Lord Nelson again hoisted his flag, and went up the Mediterranean, after the French fleet with Buonaparte's army, he was

one of the ships sent to reinforce his Lordship; and at the Battle off the Nile, 1st and 2d of August 1798, was engaged with the van ships of the enemy until they were subdued, when he took a second anchorage in the rear, and assisted in the capture of them; and afterwards more particularly in the capture of the Tonnant: in the course of this action he was wounded in the face. Being one of the squadron having charge of the prizes to Lisbon, from this situation he was removed at the particular request of Sir Sydney Smith, and ordered by the Earl St. Vincent to follow that officer up the Mediterranean: he was dispatched to Acre by Sir Sydney Smith four days previous to his own arrival there, to advise with and assist Gezhar Pacha in putting the place in the best state of defence to resist the attack of Buonaparte; who was then advancing to the siege, and had summoned the town to surrender at the moment of Captain Miller's arrival there, which, with the assurances of further support from the squadron under the command of Sir Sydney Smith, at once determined Gezhar Pacha to defend the place to the utmost. During the siege of Acre, Captain Miller commanded the naval force, while Sir Sydney was himself carrying on the operations on shore, and was very essentially successful by the fire from the Theseus in repelling the attacks of the enemy, and was occasionally landed to act on shore in concert with Sir Sydney Smith. When intelligence was received, that a squadron of French frigates had left Alexandria, for the purpose of landing ammunition and stores at Joppa for Buonaparte, he was dispatched from Acre by Sir Sydney Smith to intercept them; in performing which service he was unfortunately killed by the bursting of some shells on board the Theseus, on the 14th of May, 1799. This melancholy event terminated the glorious career of an officer of the first merit, and of a man whose loss the community at large will ever lament.

MR. EDITOR,

Perhaps the following particulars of the Phaëton frigate, 38 guns, may be acceptable to you.

She was built at Liverpool, in 1782.—In the beginning of this war was commanded by the late Sir Andrew Snape Douglas, first in the Mediterranean, and afterwards in the Channel. On the 28th of May 1793, she captured, off the Spanish coast, La Prompte, 20 guns, the first ship of that size taken, and *the first ship* launched by the French Republic.—In June, 1794, Captain W. Bentinck had the command of her; and was succeeded in August by the Honourable Captain Robert Stopford, who cruised in the Channel under Lord Howe; and in February 1795 formed one of Commodore J. W. Payne's Squadron, in the North Seas, to bring her Serene Highness the Princess Caroline of Brunswick to England. Being again returned to the Channel service, she joined Admiral Cornwallis's

Squadron, consisting of the Ramillies, 100 guns, Admiral Cornwallis, and Captain Whitby; the Mars, 74, Captain Sir Charles Cotton; Triumph, 74, Sir Erasmus Gower; Brunswick, 74, Lord Charles Fitzgerald; Bellerophon, 74, Lord Cranstoun; and the Pallas, 32, Captain Curzon. On the 16th of June, they discovered The French Fleet, consisting of thirteen sail of the line, fourteen frigates, two brigs, a cutter, and two luggers. At nine A. M. June 17th, the French in two divisions came up fast with the English Squadron.—At three P. M. the French frigates, and part of their line, drew out to windward, whilst others kept to leeward. Six sail of their line endeavoured to form to cut off the Mars; but Admiral Cornwallis made a signal for the Ships to yaw, and bring their broadsides to bear on the enemy; which was done so effectually, that three of the French Ships hauled to windward, the other three heaved aback; one of their Ships kept up a distant fire until seven P. M.—Captain Stopford, who in the Phaëton was on the look out ahead, performed a grand manœuvre, by making the signal for a British Ship of the line in sight, shortly after a signal for three, then for five, and for seven; at length he let fly his top gallant sheet, and fired a gun; which by the French, as well as English, is known to be the general signal for an whole Fleet in sight.—He then tacked, and stood towards the British Squadron, as if confident of succour at hand: the French Fleet immediately tacked, and sheered off, fully alarmed at this deception: in fact there was not any Ship at the time in sight, though they in a few days afterwards fell in with the reality, and were so gloriously defeated, on the 23d of June 1795, by Lord Bridport's Fleet, with the loss of three sail of their line, as they were endeavouring to gain the port of L'Orient. In June 1798, the Phaëton formed one of Rear-Admiral Lord Hugh Seymour's Squadron, off the coast of France; and afterwards sailed with Rear-Admiral Sir Roger Curtis's Squadron. From this period she has been particularly active in capturing privateers, &c. in the Channel, during cruises either by herself, or as Commodore of a small Squadron of frigates.—Captain J. N. Morris now commands her; and Lord Elgin having embarked on board, she sailed from Spithead, for Constantinople, on the 4th Sept. 1799.

DIMENSIONS.

Length of Keel	133 *Feet*, 10 *Inches.*	Breadth of Beam	36 *Feet*, 10 *Inches.*
Length of Gun-Deck	152 4	Breadth of Deck	35 6
Extreme Breadth	38 6		

	Feet.	*Inches.*	*Diameter.*
Length of Main-Mast	90	0	27 *inches.*
Length of Fore-Mast	79	8	23½
Length of Mizen-Mast	75	7	17½
Length of Fowsprit	55	4	26½
Length of Main-Yard	81	9	18½
Length of Fore-Yard	71	5	16½
Cross-Jack Yard	53	4	11½

Tons 944.

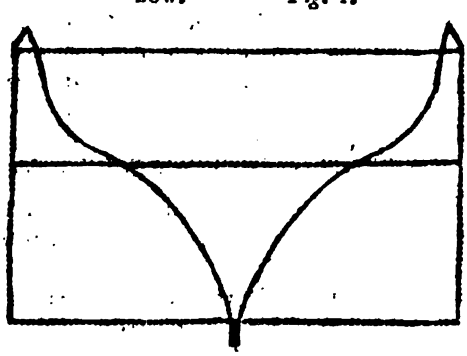
H.

1. IT is * reasonable to suppose, that Providence in the formation of fast-swimming fish, has pointed out those principles which ship-builders should imitate as nearly as possible in the construction of their Ships. Examine the fish which swim fastest; they will be found to have great length in proportion to their breadth, and very little depth, viz. the thickness from the upper part of the back to the under part of the belly; they also carry their breadth well forward, and diminish gradually towards the tail: whence it follows, that the column of water being displaced at once, it afterwards tends, when closing, to force them along.

2. For the same reason that a fast-swimming fish is long in proportion to its breadth, so should a Ship be. But though nature in forming some fish to pass through the water quick, at the same time shaped others to avoid their pursuit, by enabling the short ones to turn round faster, and thereby escape the longer ones; so it is with Ships. A Ship very long, will not wear nor tack in the same space as a shorter Ship of the same force; which cannot give any advantage to the latter one over the former, unless they sail equally well, which they cannot do if both are constructed on the best plans. A long Ship will draw less water than a short one, which is a good property; and the resistance at the stem being less, she will therefore sail faster. Short fish have longer and larger fins in proportion to their length, and larger tails to skull with than long fish: therefore what has been said of short and long fish in this case is not quite applicable to Ships; for a long, and therefore a fast-sailing Ship, can always overtake a short one of the same force, and by superiority of sailing choose her station either to windward or to leeward.

3. Suppose the bow of a Ship as in *Fig.* 1. A Ship with such a bow will pitch, having nothing to support her; and being too sharp, after she rises to a sea, will again plunge deep.

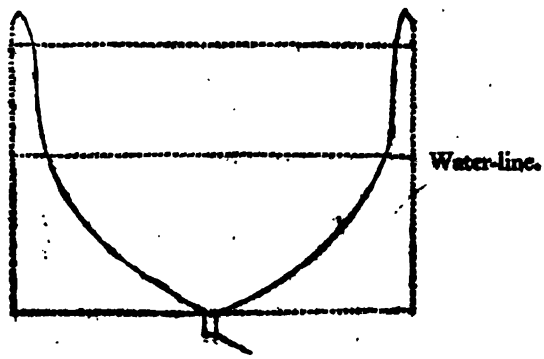
BOW. *Fig.* 1.



* These observations are by an Officer in the Royal Navy, who has occasionally honoured us with his correspondence.

Suppose the bow of a Ship as in *Fig.* 2. Such a Ship will not pitch, having a full bow to support her; for when she meets with a heavy sea, she will both rise and pitch easily. See also the bow. *Fig.* 8.

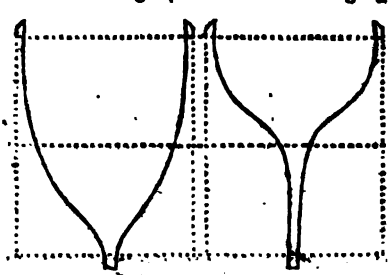
BOW. *Fig.* 2.



N. B. The greatest breadth at the knuckle timbers should be about four feet less than the extreme breadth; and as the quarters are the same breadth, the ship will be supported forward, and abaft, and of course be easy in a heavy sea.

5. If the stern or run of a Ship is as in *Fig.* 3. such a Ship, having no quarter to catch her, will dip her stern, when her bow rises to a sea, and will not be able to scud in a gale of wind without a certainty of being pooped.

STERN.—*Fig.* 4. STERN.—*Fig.* 3.



6. If the stern or run of a Ship is as in *Fig.* 4. such a Ship being too full abaft will not steer, as the column of water meets beyond the rudder.

7. The run of a Ship should be neither too fine nor too full; but so that the column of water should exactly meet upon the stern-post;

then the rudder will have its full power. The quarter should be very full above the water-line, to support the Ship when rising forward to a sea, and also to enable her to scud. See the run in *Fig.* 8.

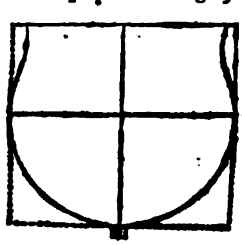
N. B. The fashion pieces, or aftermost timbers on either side, should be at their greatest breadth asunder about six feet less than the extreme breadth and reach; the dead wood at a quarter of the draught of water abaft.

8. A Ship with the bow *Fig.* 1. and a stern *Fig.* 3. will not pitch so much in carrying sail upon a wind, as a Ship with the full bow as *Fig.* 2. and the stern *Fig.* 3. for at the water-line the breadth of the bow and quarter of the former Ship is more equal than those of the latter: whereas the latter having a full bow (*Fig.* 2.) will rise suddenly at the wave, and having nothing to support her abaft (*Fig.* 3.) will dip her stern, and rise so high forward, that at the next pitch she will plunge deeper than if she had a sharp bow and struck through the wave at once. A Ship of the former construction will be very wet in carrying sail, and a bad sea boat when lying-to: whereas the latter Ship will lie-to with safety, and will be more liable to ship a sea on the after-part of the quarter-deck than forward; and when carrying a press of sail upon a wind, will frequently be obliged to take in her mizen-topsail to prevent her pitching.

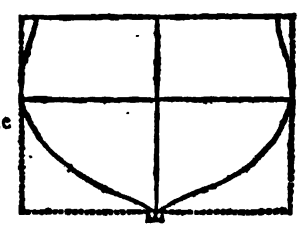
9. If the midship-frame of a Ship is as in *Fig.* 5. which is quite a semicircle, a body of that form will roll continually and move like a pendulum.

10. If the midship frame of a Ship is as in *Fig.* 6. which is a sharp bottom, such a Ship will either draw too much water, or if otherwise will have no stowage, though but little rolling motion, and may sail well if of a proper length and breadth.

Midship-frame.—*Fig.* 5.



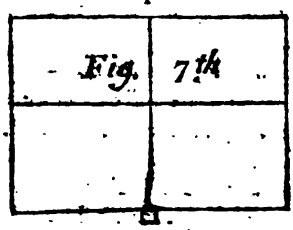
Midship-frame.—*Fig.* 6.



11. If the midship-frame of a Ship is as in *Fig.* 7. which is like a square box, such a Ship will, no doubt, have the least rolling motion;

but as she will never yield to the sea, every wave will make a breach over her.

Midship-frame.

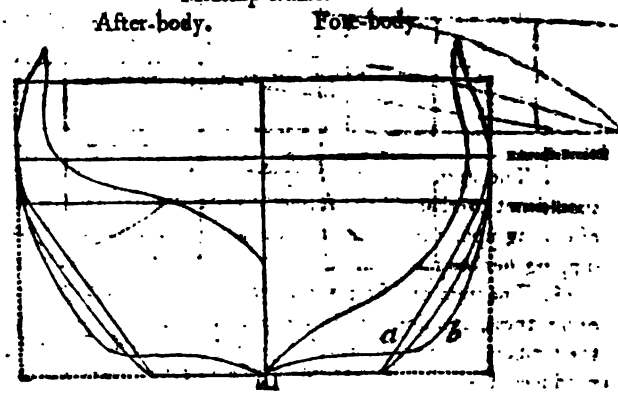


12. The futtocks of a Ship should therefore be straight; to obtain which, and stowage, the floor must be flat, with or without a rising; is of no consequence; if with a rising, she will probably draw more water than without one.

13. As a general rule to go by in the midship-frames of all Ships, let their draught of water be what it will, take and draw a right-angled parallelogram similar to *Fig.* 8.—divide the floor into four equal parts: at the water-line set off on each side five or six inches; draw the lines from thence straight to the fourths of the floor; draw also lines from the water-line to the height the extreme breadth should be (suppose six feet in Ships of the line and five feet in frigates); by rounding off these lines you will obtain the midship-frame, and have a Ship with a flat floor, a straight futtock, and the extreme breadth so placed, as to render her not only able to carry sail, but, if of the line, to fight her lower deck guns in a sea when other Ships cannot venture to open their ports.

Fig. 8.

Midship-frame.



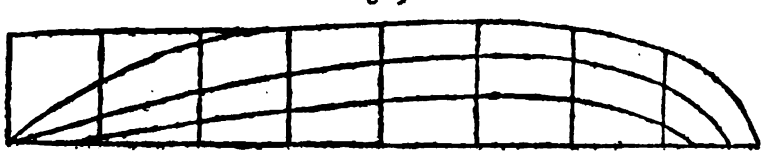
N. B. If the floor has a rising where it cuts the straight line at *a*, measure the distance from thence to the floor, and set off that distance one-third more or less outwards, to increase the breadth of the floor which rises to *b*.

14. If the extreme breadth lies at the water-line, or below it, in a Ship, every inch she heels she will expose a less half breadth on her inclined side to the surface of the water, and of course be crank, and come at once to her bearings. A Ship whose lower-deck ports are low, but whose extreme breadth lies at the lower cill of the ports, will fight her guns better in a sea than a Ship whose lower-deck ports are higher out of the water, but whose extreme breadth lies below the water-line.

15. To place the extreme breadth properly in all Ships, it should lie six feet above the water line, in Ships of the line, and five feet in frigates. The water is like so many perpendicular wires supporting a Ship's body: the greater half breadth she exposes, the more of these points will bear to support her inclined side; so that every inch she heels, she becomes stiffer.

16. All Ships should be built to sail upon an even keel, by which they will not be easily put out of trim: and as the keel will then be straight from the scarfing of the stem to the stern-post, they will lie aground without straining, which in merchant ships is a good quality. A Ship should carry her breadth well forward, and from her midships aft diminish gradually; the several water-lines should be fair, and without hollows or concave lines, which latter, in the construction of a Ship, impede her progress through the water. See *Fig.* 9.

Fig. 9.



17. The stern-post of a Ship should be perpendicular, and her stern should not overhang: the former gives the water a better opportunity of closing upon the rudder, and the latter contributes to ease her when dipping her stern.

18. The stem of a Ship should rake a little; it gives an appearance of lightness, and does not injure her. Whether the hawse-pieces (viz. the timbers which rise to the stem from the knuckle timbers) are produced raking, or are built up bluff, like a Dutch fly-boat, is of no consequence in removing the column of water.

19. Shingle ballast is bad for two reasons: the first, because it creates damp vapour below; the second, because the weight being raised, the Ship will be crank. If there was only iron ballast in a Ship, skids might then be fixed fore and aft for the stowage of the ground tier. A Ship would then carry sail better, and a perfect plan of the hold be delivered to the captain, when the Ship was commissioned.

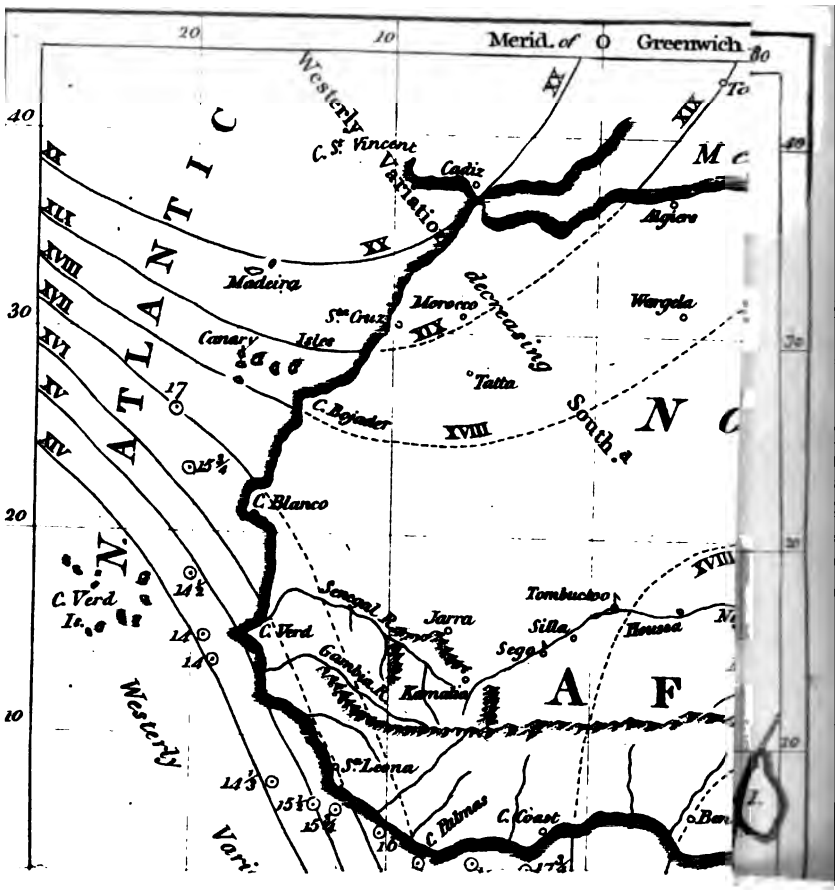
N. B. The French Ordinance de la Marine, for 1786, abolished the use of shingle ballast. The Iphigene, French frigate, had only iron ballast; and, from its being properly stowed, she was very easy in a sea when under her courses. Her extremities were not overloaded with cannon; for she carried only thirteen guns of a side, although she had room for fifteen. She was the best sea-boat, and fastest sailing Ship, perhaps, ever built. Her length was something more than four times her extreme breadth, and she drew only fifteen, or fifteen and an half English feet water. To prove that length contributes to fast sailing, there was a smuggling lugger, at Boulogne-sur-Mer, manned with 36 men, all outlawed. They said, no vessel could overtake them. The length of the lugger was 64 feet upon deck; extreme breadth 11 feet, which lay at the gunwale; draught of water 6 feet; height of the gunwale above the water 3 feet.

20. To ascertain the exact tonnage of a ship or vessel, there are but three methods:

First,—As a cubical foot of salt water weighs 72lbs, let any common dock be filled up, so as to make it an exact parallelopipedon: let a scale of feet and inches be placed vertically in it.—When the dock gates are shut, the solid contents of the dock, and the weight of the water it contains at any given height, will be known. Let off that water into a dry reservoir or bason; then open the dock gates, and let water into the dock; after which, take a vessel in a light state into the dock; shut the dock gates after the water has run off with the tide; then fill the dock, by pumping the water into it from the reservoir or bason; the rise of the water in the dock higher than what it originally was, is the weight of a vessel in the light state. Load the vessel to her load water line. This additional rise of the water in the dock is equal to her internal capacity, which is her tonnage.

Secondly,—Take a Ship in her light state, and let her load water-line be traced by a painted line from forward to aft on both sides. Bore trunnel-holes amidships on both sides, at the light water-line, and also at different distances above it, to the load water-line. As the Ship settles in the water to her load water-line, let each of these trunnel-holes be successively plugged up. When the Ship floats at her load

* Appendix to Mr. Park's Travels, page 26.
† The places of observation are marked on the ma



settles in the water to her load water-line, let each of [illegible] funnel-holes be successively plugged up. When the Ship floats at her load

water-line, she will contain a quantity of water equal to her internal capacity, which is her tonnage: then let all the salt or fresh water she contains be pumped out into tubs, containing half a ton each; and when all the water is pumped out, her exact tonnage will be known, as also her best sailing trim in every gradation of her immersion, from her light water-line, to her load water-line.

N. B. As salt and fresh water differ in weight, the tubs must be proportioned accordingly.

Thirdly,—Take a quantity of iron ballast whose weight is known, and load the Ship with it to her load water-line, which will give her internal capacity. That calculation is best which comes nearest to the tonnage given by these methods.

N. B. The above is intended as a general treatise on the property of Ships; but should any person be desirous of obtaining accurate information respecting Ship-building, I beg leave to refer them to the regular publications of the SOCIETY FOR THE ENCOURAGEMENT OF NAVAL ARCHITECTURE. L.

[*To be continued occasionally.*]

CHART OF THE LINES OF MAGNETIC VARIATION IN THE *SEAS AROUND AFRICA.*

[*Copied by Permission from Major Rennell's Appendix to* Mr. PARK's Travels.]

A GREAT part of Mr. Park's geographical memorandums are totally lost; but fortunately his bearings by Compass * during a great part of the way, are preserved. In other parts he has preserved only the calculation of latitude and longitude, arising from them; which, however, of course furnish the means of obtaining the bearings, if necessary. As he omitted to take observations to determine the quantity of the variation of the Compass, after he lost the means of correcting his course by observations of latitude, which was at Jarra, about midway in his route †: it becomes a question of some importance, what quantity to allow on those long lines of distance between Jarra and Silla; Silla and Manding.

It appears on inquiry, that the quantity of variation is no more known any where *within* the continent of *Africa*, than within that of *New Holland*. And it happens moreover, that the *lines of equal quantities* of variation, do not run across Africa with that degree of

* Appendix to Mr. Park's Travels, page 26.

† The places of observation are marked on the map by asterisks.

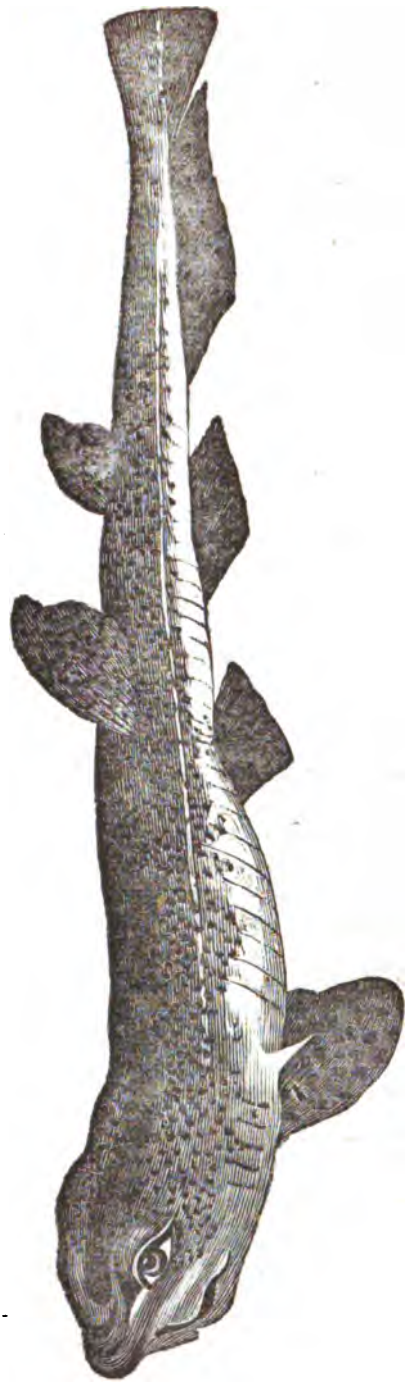
regularity and parallelism, which takes place over great part of the Atlantic and Indian Oceans (at least this is what appears clearly to my judgment): so that it became necessary to enquire, what quantity prevails in the surrounding seas; and what the general direction, as well as the *particular nature*, and *tendency*, of the curves, of the lines of equal quantities.

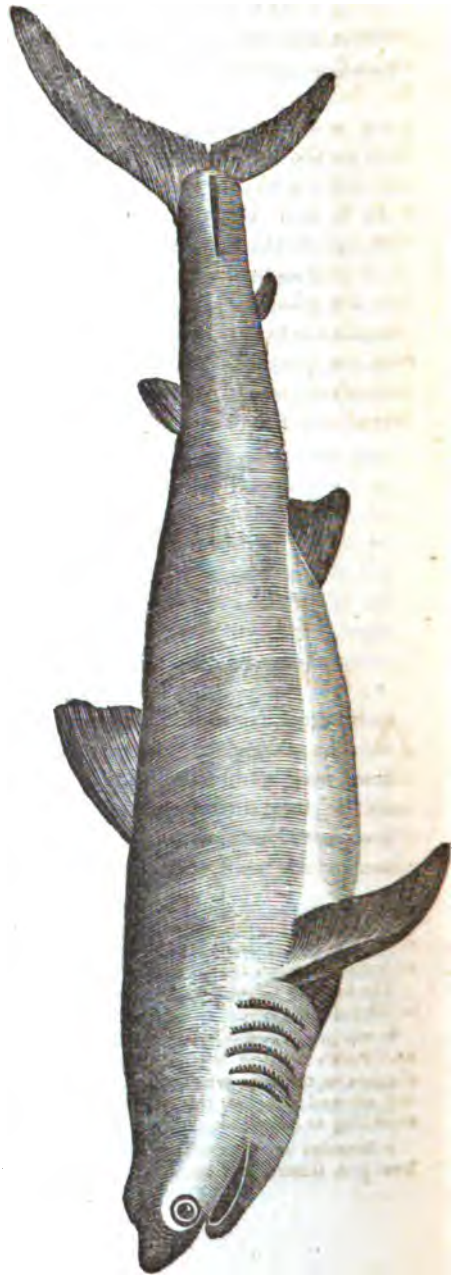
The variation lines on the globe have occupied a good deal of my attention, at different periods of my life; and therefore the application of such new observations, as the assiduity and kindness of my friends had procured for me on this occasion, was less difficult, than if the subject had been new to me. A dissertation on the subject, would be out of place here; and therefore I shall only give the result of my inquiries, in abstract; after premising, that the theoretical part belonging to the interior of Africa, is founded on a *supposed continuation* of those lines of equal quantities; whose *tendency* has been already ascertained, in the surrounding seas. I am perfectly aware, that some may regard the assumption as too great: but they will no doubt admit, at the same time, that it is difficult to conceive a more probable arrangement: and what is much more to the purpose, is, that if we are compelled to abandon the system, in the gross, the quantity of variation in the line of Mr. Park's travels, cannot be greatly different from what we have assumed. For, whether the line of 18 degrees in the *south Atlantic*, be a continuation of that in the *north* Atlantic, or of that in the *Indian Sea*, much the same result will follow: only that in the former case, the quantity will be somewhat greater.

It would appear, that between the East Indies and South America, Europe and South Africa, there are *four* distinct sets of what may be termed *concentric curves* of variation lines, on the globe; and whose highest points of convexity are opposed to each other, within the great body of Northern Africa. The accompanying sketch will best explain it *. It would appear moreover, that from the place of

* This sketch is not pretended to be minutely accurate; it being morally impossible to procure recent observations in every part, from the rapid change that takes place in the quantity of the variation, in one and the same spot. However, the observations that determine the course of the lines in the Atlantic (and which are marked on the sketch) are from observations so late as 1793. The same is to be said of those in the western quarter of the Mediterranean; and those beyond the Cape of Good Hope, to longitude 30 degrees east, are of the year 1789.

It is obvious that a critical knowledge of the *quantity* of the variation in any particular place, and at a given time, is of less importance to the present question, than that of the *bearing* of the *lines* of equal quantities, at any *recent* period; and this object is, I think, tolerably well obtained by the materials before me. Any change that may have taken place since 1793, is in favour of a greater quantity of variation, within the limits of Mr. Park's travels.





opposition of these curves, in Africa, where the quantity of variation is 18 degrees, it *decreases* with great rapidity, and finally to nothing, in going *eastwards* to *India*, or *south-westward* to *South America*: and that from the same point, it *increases*, in going *N. N. W.* towards *Ireland*, or to the *opposite quarter*, towards the coast of *Caffraria*. But the change is not in any proportion so rapid in the *increase*, in going *north* or *south*, or in the *decrease*, in going *east* or *west*. Such are the outlines of this system; by which, if a person was to set out from Cape Verd, or Cape Blanco, to traverse Africa from W. S. W. to E. N. E. to Upper or Lower Egypt, he would find at setting out, from $15\frac{1}{2}$ to $16\frac{1}{2}$ degrees of westerly variation, which would increase to 18 degrees about the centre of the Continent, and afterwards decrease to a less quantity than at his setting out. Mr. Park's travels being comprised between Cape Verd, and the centre of Africa, will therefore be in the quarter that has from 16 to 18 degrees; and the part more particularly, where, from the want of observations of latitude, we must depend on his compass bearings, nearer 18 degrees than 17 degrees *.

MARINE ZOOLOGY.

"Hast thou entered into the springs of the Sea? or hast thou walked in the search of the depth?"

The Greater Spotted, and the Basking Sharks, from Pennant.

AN occasional selection of some of the most interesting objects in Marine Zoology, must prove acceptable to professional men; and will tend to direct their thoughts, when in service, to a sublime source of mental relaxation, and improvement. As a moral writer † observes—"Nor must we pass unnoticed, the varieties of animated nature, which the Sea contains. Some of its inhabitants even seem to

In the Atlantic, the increase appears to be about a degree in seven years. In the Indian Ocean, less; and in the Red Sea, there seems to have been little alteration between 1762, and 1776.

The lines, as far as they are founded on *authority*, are *continuous*; but *broken* in the parts *assumed*.

* It is in proof of the existence of this quantity of variation, that, on closing Mr. Park's route at Woolli, there appeared to be only a small deficiency of distance on the map, when 17 degrees variation were allowed. Had the quantity allowed been less, this ought not to have happened, as Jarra is placed according to its latitude.

† Sermons on the Character and Professional Duties of Seamen, by the Rev. J. S. Clarke, dedicated to Rear Admiral J. W. Payne.

delight in the fury of contending elements; and, by their appearance on the billows, are thought to portend calamity to the Mariner. Others bask on the rugged prominences of the rock, and find their food from plants that grow in the depths of The Ocean." Of the various species of Sharks, we shall first give a description of the Spotted Dog Fish, as they are styled; they are also mentioned by Ray, and Edwards, under the appellation of the Bounce, and greater Cat Fish.

The weight of one of *the Greater Spotted*, taken by Mr. Pennant, was six pounds three ounces, and yet it measured in length three feet eight inches: so light are the cartilaginous fish in respect to their size. The nose was short, and very blunt, not extending above an inch, and an half, beyond the mouth. The nostrils were large, placed near the mouth, and covered with a large angular flap—the head very flat. The eyes were oblong; behind each, a large orifice opening to the inside of the mouth. The teeth small, sharp, smooth at their sides, strait, and disposed in four rows. Both the back fins were placed much behind, and nearer the tail than in common. The tail was finned, and below extended into a sharp angle.

The colour of the whole upper part of the body, and the fins, was brown, marked with numbers of large distinct black spots: some parts of the skin were tinged with red; the belly was white. The whole was remarkably round. The female of this species, and we believe of other sharks, is greatly superior in size to the male; so that in this respect there is an agreement between the fish, and the birds, of prey. They bring about nineteen young at a time. The fishermen believe they breed at all times of the year, as they scarce ever take any but what are with young.

The weight of one of the *lesser spotted*, was only one pound twelve ounces; the length two feet two inches. This sort of Shark is styled by Ray, Lesser Rough Hound, or Morgay. The head is flat; the nostrils covered with a long flap, the nose blunt, and marked beneath with numerous small punctures; behind each eye is a small orifice—the back fins, like those of the former, placed far behind. The ventral fins are united, forming as if it were but one, which is a sure mark of this species. The tail finned, like that of the greater spotted Shark. The colour is cinereous, streaked in some parts with red, and generally marked with numbers of small black spots; but in some they are very faint and obscure:—the belly is white. This species breeds from nine to thirteen young at a time; is very numerous on some of our coasts, and very injurious to our fisheries.

Of the Species in general.

The SHARK, known in Ichthyology by the term *Squalus*, is a genus arranged by Linnæus under the class of *amphibia*, and the order of *nantes*, but by Gmelin is referred to the class of *pisces*, and order of *chondropterygii*. There are many species: 1. The *Isabella*. 2. The *Canicula*, or greater Dog Fish. 3. *Catulus*, smaller Dog Fish. 4. *Stellaris*. 5. *Galeus*, or Tope. 6. *Mustelus*, or Smooth Hound. 7. *Cicratus*. 8. *Barbatus*, or Barbu. 9. *Tigrinus*, or Tigre; about fifteen feet long; Indian Ocean. 10. *Africanus*, or Galonné. 11. *Ocellatus*, or Oeillé. 12. *Zygæna*, or Balance Fish—six feet long, weighs 500lbs.—Mediterranean Sea, and Indian Ocean—one of the most voracious: it has an horrible appearance from the teeth, arranged in three, or four rows; broad, pointed, and serrated on both sides. 13. *Tiburo*, or Pantouflier of Broussonet. 14. *Griseus*, or Griset. 15. *Vulpes*, or Sea Fox—remarkable for the great length of its tail, the body being about seven feet, and the tail six feet, long: the upper lobe of the tail is shaped like a scythe:—inhabits the Mediterranean, the coast of Scotland, and England. The ancients styled this species αλωπηξ, and *vulpes*, from its supposed cunning. 16. *Longicaudus*. 17. *Glaucus*, or Blue Shark—about seven feet long—frequent in every sea, and fierce; but not very destructive in our seas. 18. *Cornubicus*, Porbeagle, or Beaumaris Shark; noticed by the Rev. Mr. Hugh Davis of Beaumaris—length seven feet. 19. *Cinereus*, or Perlon. 20. *Maximus*, Basking Shark, or Sun Fish of the Irish—south and west coasts of Ireland, and Scotland, and those of Caernaryonshire, and Anglesea; which latter places they visited in vast shoals during the summer of 1756—inhabit also the Northern Seas as high as the Arctic Circle. Long taken for a species of The Whale, until Mr. Pennant pointed out the bronchial orifices on the sides, and the perpendicular site of the tail: they have nothing of the fierce, and voracious nature of the Shark. The dimensions of one found dead on the shore of Loch Ranza, in the Isle of Arran, were—*whole length*, 27 feet, 4 inches; *first dorsal fin*, three feet; *second*, one foot; *pectoral fin*, four feet; *ventral*, two feet; *upper lobe of the tail*, five feet; *the lower*, three feet. The liver is of a great size, but that of the female the largest:—some weigh above 1000lbs. and yield a great quantity of pure oil, fit for lamps, and also much used to cure bruises, burns, and rheumatic complaints. A large Shark of this species has afforded the captors a profit of 20l. They sometimes run off with two hundred fathoms of line, and employ the fishers for twelve, and sometimes for twenty four hours, to subdue them:—there has been an

instance of a vessel of 70 tons being towed away by them against a fresh gale. 21. *Carcharias*, or White Shark—often thirty feet long, according to Gillius weighs 4000lbs. The mouth is furnished with a six-fold row of teeth; flat, triangular, sharp at the edges, and finely serrated: when this shark is in a state of repose, these dreadful teeth remain flat in the mouth; but, when it seizes its prey, this species, like all the rest, possesses the power of raising them upright. It has great strength in the tail; the sailors instantly chop it off when taken. The ancients were acquainted with this Shark, a long account of it is given by Oppian. They are the dread of sailors in all hot climates. 22. *Pristis*, Scie, or Saw Fish—about fifteen feet long. Is perfectly harmless—and inhabits the seas from Greenland, to Brazil, and the Indian Ocean. 23. *Spinosus*, or Bouclé. 24. *Acanthias*. 25. *Fernandinus*. 26. *Spinax*, Sagre, or picked Dog Fish, takes its name from a strong and sharp spine placed just before each of the back fins, distinguishing it at once from the rest of the British Sharks: grows to the weight of about 20lbs. This species swarms on the coasts of Scotland, where it is taken, split, and dried; and is a food among the common people: it forms a sort of inland commerce, being carried on women's backs, fourteen, or sixteen miles up the country, where it is sold or exchanged. 27. *Squamosus*, or Ecailleux. 28. *Centrina*, or Humantin. 29. *Indicus*. 30. *Americanus*, or Liche. 31. *Squatina*, or Angel Fish—from six to eight feet long, with a large head. This fish connects the genus of Rays, and Sharks, partaking of the character of both. Extremely fierce, and dangerous to be approached—is not unfrequent on most of our coasts. The ancients made use of the skin, which is very rough, to polish wood, and ivory; as we do, at present, that of the greater dog fish. Their flesh is now but little esteemed, on account of its coarseness; yet Archestratus (as quoted by Athenæus, p. 319.) speaking of the fish of Miletus, gives this the first place, in respect to delicacy, of the whole cartilaginous tribe. They grow to a great size; sometimes to near an hundred weight. 32. *Massasa*. 33. *Kumal*.

Sharks are seldom destructive in the temperate regions: their ravages are most frequent in the Torrid Zone. In the West Indies accidents happen from them almost every day.

[*To be continued.*]

View of Liverpool

PLATE XXIV.

View of LIVERPOOL, taken by Mr. *Pocock*, as it appears when coming up the Mersey, at about a Mile distance: a Marble-Head Schooner is introduced in the Fore-Ground.

LIVERPOOL, at present the second commercial Port after London, is situated in the county palatine of Lancaster, the hundred of West Derby, and diocese of Chester. Its name has been derived partly from the LEVER family, which is of ancient date in Lancaster, and partly from a body of water formerly collected there, in a pool: the situation is low, but healthy, and particularly advantageous for trade, being placed at the mouth of the river Mersey, not far from her influx into the Irish Sea.

The first authentic mention of the spot, where the town now stands, is in the record of the estates between the Ribble and Mersey, then belonging to Roger of Poictiers, in the Doomsday-Book. This Roger, Camden says, built a castle there, the government of which he bestowed upon VIVIAN DE MOLYNEAUX. Soon after this, charters were granted to Leverpool, in 1129, by Henry the First; in 1203, by King John; and in 1227, by Henry the Third. In the reign of Edward the Third, about the year 1360, the Tower of Leverpool was the property of Sir Thomas Latham of Latham, who presented it with other estates to Sir John Stanley, the husband of Sir Thomas's only daughter: upon this Sir John built, and fortified a spacious house, which he called *the Tower*. After his death his widow resided there, until by the death of her father—her eldest son, grandfather to the first EARL OF DERBY, became possessed of Latham. The privileges, and charters of Leverpool, were confirmed and enlarged by charters from Richard the Third, and Henry the Fourth; from which period nothing of consequence occurs respecting it until the travels of Leland, in the sixteenth century, whose account of it in his Itinerary is as follows:—"Lyrpole, alias Lyverpoole, a pavid towne, hath but a chapel. Walton at four miles off, not far from these, is paroche churche: the King hath a Castelet there, and the Erle of Derby hath a stone house there. Irish Marchantes cum much thither as to a good haven. After that Mersey, cumming toward Rumcorne, in Cheshire, lisith among the common people the name, and is LYRPOLE. At LYRPOLE is small custume payed,

that causith merchantes to resorte thither. Good Marchandis at Lyrpole, and moch Yrish yarn that Manchester men do by ther." (*Itinerary, Vol. 7. p. 47.*)—Not many years after, it was however so reduced, as to be little better than a small fishing town; for in November 1565, there were in Leverpool only 138 householders and cottagers: seven streets were inhabited, and the number of barks belonging to it, from forty tons to six, were twelve in number, manned by 76 men.

The next incident relating to it, worth recording, is the siege of the town by Prince Rupert during the Civil Wars, in June 1644, when he marched to the relief of that illustrious heroine the Countess of Derby:—first observing only that part of it which lay on the side of the hill, he compared it to a *crow's nest*, imagining it might be as easily taken; but before he became master of it, found reason to alter his mind, and to say that *it was like an eagle's nest, or a den of lions.* He took it by storm, June 26. In 1699, a new church was built by Act of Parliament, and the town was made a distinct parish separate from Walton, to which, before, its only church was a parochial chapel. This old church, an inelegant Gothic structure, is dedicated to St. Nicholas; a statue of whom formerly stood near it, much esteemed by mariners.

The valuable salt works at Liverpool may be considered as one considerable cause of its first rising into notice. We lament to say that the cruel traffic for the poor negroes here forms an extensive source of commerce, and finds its partisans, and supporters: the splendid edifices which at present adorn this town, have a peculiar gloom, when we reflect, that a part of the wealth which caused them to arise, came from a traffic in human flesh.

Many excellent Ships have been constructed in the docks at Liverpool. Since the completion of the Duke of Bridgewater's canals, the last of which was that at Runcorn, a new dock has been formed by the Duke above the town. It possesses an excellent Harbour, formed at a very considerable expence; the Ships are also received into noble wet docks, secured by large flood gates, of which there are no less than eight. Ships of any burden may come up with their full lading, and ride before the town, the Mersey being here from 12, to 1500 yards in breadth. The trade to Ireland is considerable; many Ships are also sent to the Greenland Whale Fishery; and the coasting trade to London employs a considerable number of vessels. Of such importance is Liverpool at present as a Port, that by an Act of Parliament, in 1795, for supplying The Navy with 20,000 seamen, its quota was settled at 1,711. Ships at anchor in The Mersey are much exposed to sudden squalls of wind; its banks are also extremely

shallow and deceitful; so that if a Ship should drive, she may be wrecked even close to the town: for this reason few anchor in the road, but get into some of The Water Docks, as soon as they are able.

Liverpool has of late years considerably exceeded Bristol in trade, as appears from the following account of the Custom Duties received in the several ports of London, Liverpool, and Bristol, in the year 1784, taken from the report of the Commissioners for inspecting the State of the public Accounts:

London - - - - - - - -	£5,187,052	9	5½
Liverpool - - - - - - -	640,684	2	2½
Bristol - - - - - - - -	334,909	19	3½
Liverpool exceeded Bristol -	305,774	2	11

Liverpool has lately made rapid advances towards celebrity, not only by its increase of trade, and public munificence in its various edifices, but by uniting, with a considerable degree of Medicean spirit, a taste for LITERATURE with the COMMERCIAL CHARACTER: the name of ROSCOE has in this respect done more for Liverpool than even the munificent spirit of its Corporation, or the zeal of its wealthy merchants, in their individual capacities:

"But hark! what solemn strains from Arno's vales
Breathe raptures wafted on the Tuscan gales!
Lorenzo rears again his awful head,
And feels his ancient glories round him spread;
The Muses starting from their trance revive,
And at their Roscoe's bidding, wake and live.
The LATIAN GENIUS vindicates his state,
And proudly hails the great triumvirate."

"I cannot but congratulate the public," says the author of the Pursuits of Literature in his note to the above lines, "upon this great, and important addition to classical history, which I regard as a phænomenon in literature in every point of view. It is pleasant to consider a gentleman, not under the auspices of an university, or beneath the shelter of academic bowers, but in the practice of the law, and business of great extent; resident in a Commercial Town where nothing is heard of but Guinea Ships, slaves, blacks, and merchandize, investigating and describing the rise and progress of every polite art in Italy at the revival of learning, with acuteness, depth, and precision; with the spirit of the poet, and the solidity of the historian."

A taste for the Polite Arts, introduced by so superior a genius as that of Mr. Roscoe, has not been treated with the contempt which the classic CAMOENS so bitterly complained of in the Portuguese. Commerce has again hailed, as it did of old under LORENZO, the benevolent spirit of literature: a public library, styled THE ATHENÆUM, already appears among the first effects of this happy consummation, on a plan worthy of the riches, and taste, of the Merchants of Liverpool *.

The public buildings † of Liverpool are many, and have been already described in different works. The town is under the government of a recorder, mayor, an unlimited number of aldermen, two bailiffs, and a common council of forty of the principal inhabitants; with a town-clerk, and other proper officers. The Exchange is an elegant and noble structure, built in the form of a square, and round it are piazzas where the merchants assemble to transact business it cost 30,000l. There are several alms houses for the widows of seamen. The New Prison is a noble edifice on an extensive scale, built on the plan of the benevolent Howard for solitary confinement: there is also an asylum for lunatics. Liverpool, besides the two parochial churches, contains ten for the established Religion, and various meeting houses for different Sectaries. The Borough sends two Members to Parliament.—The town is in latitude 53 deg. 22 min. N. and long. 3 deg. 17 min. W. It has high water on full, and change days, about a quarter past eleven o'clock. The distance from London is 204 miles.

The following King's Ships were built at Liverpool:

Adamant of 50 guns in 1780.	Andromeda of 32 guns in 1784.
Assistance of 50 guns in 1781.	Ceres of 32 guns in 1781.
Trusty of 50 guns in 1782.	Dædalus of 32 guns in 1780.
Charon of 44 guns in 1783.	Success of 32 guns in 1781.
Serapis of 44 guns in 1782.	Venus of 32 guns in 1758.
Ulysses of 44 guns in 1779.	Nemesis of 32 guns in 1780.
Arethusa of 38 guns in 1781.	Hyæna of 24 guns in 1778.
Phaëton of 38 guns in 1782.	Squirrel of 24 guns in 1785.

* An admirable account of the society, and manners of the inhabitants of Liverpool, has been published, some time since, in a work styled *James Wallace*. No name appeared; but the author, whoever he is, possesses in a considerable degree the talents of the inimitable Fielding.

† In the month of September, 1766, the worshipful the Mayor of Liverpool, the Deputy Recorder, and many other gentlemen laid the first stone of an Observatory near the town, intended to be furnished with Nautical instruments of all sorts for the instruction of Mariners. The inscription was as follows: "Regnante Georgio Tertio, pio, humano, augusto, Libertatis Vindice, Artium et Scientiarum Fautore, primarium lapidem hujusce Britannici Astronomiæ sacri ære collatitio extrudi, posuit Johannes Crosbie, Prætor, 5° die Septembris, A. D. 1766.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

ON THE PHENOMENA OF WATER SPOUTS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

OBSERVING the hints communicated to you * by an ingenious correspondent relative to the solution of the prize question "for discovering the best method of purifying brackish water," wherein he is of opinion that the rendering of salt water fresh is an operation which nature performs at once by a Water-Spout; I have been induced to give the subject some consideration, and find that philosophers differ materially in their ideas of the origin or generation of this extraordinary meteor. Signior Beccaria, and some other Italian philosophers, have supposed Water-Spouts to be merely electrical in their origin; and their opinions are founded upon various experiments they had an opportunity of making. Doctor Franklin, in his Physical and Meteorological Observations, supposes a Water-Spout and a Whirlwind to proceed from the same cause; but as his arguments at length in support of his theory would exceed the limits of the department allotted for such subjects in your periodical publication, it is only necessary for me to say, that they are chiefly demonstrated by the effects of rarified and condensed air. Dr. Lindsay, in several letters published in the Gentleman's Magazine †, has controverted Dr. Franklin's Theory, and endeavoured to prove that Water-Spouts and Whirlwinds are distinct phenomena, and that the water which forms the Water-Spout does not ascend from the sea, as Dr. Franklin supposes, but descends from the atmosphere.

The observations of the learned Abbé Lazaro Spallanzani on some Spouts formed over the Adriatic the 23d August 1785, inserted in the Memoirs of the Italian Society, vol. iv ‡, are so

* Naval Chronicle, vol. ii. page 219.

† Gent. Mag. vol. li. page 559. 615. Vol. liii. page 1025.

‡ The Abbé Spallanzani's original paper in Italian is published in *Il Mercurio Italico*, vol. i. page 834, with the English translation prefixed.—This periodical work (of which Mr. Sastres was editor) was published in 1789, and gives in English and Italian a general account concerning the literature, fine arts, and useful discoveries, &c. of all Italy.

interesting, I herewith send you a copy, in order that your readers may from these several authorities draw their own conclusions on the formation of Water-Spouts, and make the necessary experiments when opportunities offer.

Yours, &c.

M.

Observations on Water-Spouts, inserted in the Memoirs of the Italian Society. By the Abbé SPALLANZANI.

MODERN philosophers agree, that we have hitherto but vague and uncertain ideas of this wonderful meteor, on account of the very few observations concerning it, and these not having always been made by persons either more able, or greater lovers of truth. For which reason, whenever fortune is favourable to observers who traverse the sea, by offering them any of these phenomena, they ought eagerly to embrace such an opportunity, and examine them with the greatest diligence, in hopes of throwing some light on this obscure and curious subject. This, in a great measure, was the reason which induced me, three years ago, to observe attentively one of these meteors when I crossed the sea for Constantinople, with his Excellency the Chevalier Zulian, who was appointed Ambassador to the Ottoman Porte; and the same motive now determines me to give a short sketch of its history.

Having, the evening of the 22d of August, 1785, set sail from Venice, the following day, at eleven o'clock, we faced the mountains of Istria. The wind blew rather gently from the west, the sky was covered by stormy clouds, directed to the east, and lively flashes of lightning were now and then seen to the north-east, followed by claps of thunder, the noise of which was not so continued as we often hear on land, but was like the very short reports of cannons; which circumstance I have formerly observed on water, especially when the *mare undique, & undique cælum* appear. The inferior surface of the clouds touched the Istrian mountains; and by the measure of the eye it seemed to be not above a mile in height. It was every where smooth, except a protuberance on one side, where the cloud, being thicker, appeared darker. Besides the motion of attraction towards the east, common to all clouds, the protuberance had a vortical one, whence more frequently the lightnings darted, and the thunders roared, without, however, any signs of rain. The prominence of the cloud perpendicularly corresponded to a tract of sea, no more than five miles distant from us. Whilst my eyes were fixed on it, as the object which most struck my sight, I observed, that towards the middle of the same, a species of inverse cone suddenly lengthened itself, and other similar

cones immediately appeared laterally; which, though infinitely larger, resembled stalactites hanging from the vault of a subterraneous cavern. But a little after, that groupe of cones dissolved itself; and soon, in the same place, another cone was formed, but much larger, which rapidly lengthening itself, and falling down, in a very short time reached the sea without interruption, touching with its lower extremity or point the surface of it, whilst the base of the cone hid itself in the prominence of the clouds. As its point touched the sea water, this raised itself in the form of an hillock, which continued its appearance as long as the inverse cone kept back. This therefore was a true and complete spout at sea; whereas those shorter cones were but imperfect ones; and it was also considered as such by the sailors who were on board, having seen others similar to it, and who, full of the ancient prejudices, were ready to stick the small black-handled knife into the main-mast, in case the spout had been directly against us, being persuaded, that by this artifice it would have broke and dissolved; and even the captain, a man of some experience in the marine, but who, as to other things, felt as the crew did, was of the same opinion. The point of the spout was about three miles and an half distant from us: its apparent diameter, where it touched the sea, seemed not to be more than eleven feet; but as the spout ascended, it was larger: so that where it touched the clouds, it appeared to be tenfold at least. The component matter of the spout seemed not different from that of its parent cloud, excepting that it was so transparent, that through its inferior part, what was beyond it, namely, the tract of sea, was just perceptible. The spout formed a very visible arch, convex towards us, and concave on the opposite side, and the cause of its concavity was the wind, which continued to blow from the west. The place where it touched the sea did not perpendicularly correspond to that where it touched the cloud, but was much nearer to us. Keeping an attentive eye, the great arch was seen progressively to move from the top to the bottom; which, in a very slow degree, approached to us from the west, although it clearly shewed, by its direction, that it would not have molested our ship, but should pass on one side of it.

Whilst I was gladly observing that phenomenon, which I had never seen before, on a sudden, from the same protuberance of the cloud, which was then very black, and continued still to thunder and lighten, two other spouts sprung out, one large, and the other smaller than the former, which descending with equal velocity, reached the sea. The time of their descent was a little more than three minutes. I saw, besides their usual bending a vertiginous motion at their upper extremity, or basis, and perceived also, by being nearer, with greater

precision and clearness, the two small hillocks of water under the two extremities of the spouts, from whence they arose as soon as the former touched the sea. Although I had at first thought that little rise of water to be real, it had however but the appearance of it: this was a veil of water, which arose some feet from the level of the sea, and which, on examination with a telescope, appeared frothy, and being torn in many parts, a cavity was clearly seen within it, which did not occupy its centre, but extended more than two feet into the sea. I thought, therefore, not without foundation, that this might be a force, which acting from on high downwards as far as the sea, formed that cavity, forcing the water afterwards to ascend laterally; and as the cavity and thin veil were always directly under the two spouts, and followed them exactly in their movements, I thought from thence, that such a force was nothing else than a current of air, which rushing through the spout from the clouds, must strike the sea water with impetuosity. The approximation of the spouts made me perceive another phenomenon, which still more confirmed me in my judgment. This was a confused uninterrupted crashing, which issued from the two cavities, like that which one hears amidst trees, when violently agitated by the wind. Nor could the sea have any share in this phenomenon, as its surface was lightly, and without any noise, agitated by a gentle wind.

Whilst I was contemplating these two spouts, the first removed itself away. Its removal happened in this manner:—The arch, by which it was formed, became more and more pointed, and by degrees forming almost an angle in the middle, broke into two; and the breaking had scarcely taken place, when the apparent swelling of the water vanished away. The two pieces of the arch, however, were not so soon destroyed. They were visible for eleven minutes, then insensibly disappeared, like a fog, which reduces itself to nothing. But, to compensate for my lost time on the other two, as these had passed on the north, along one side the Ship, at the distance of a mile, I was able to make some new and still more accurate observations. The diameter of the extremity of the larger spout was about three rods; which, in its many folds, increased in proportion as it ascended. The substance of the spout appeared to me very like that of the clouds, and through its transparency the emptiness of its interior part was to be seen. The noise of the air, which fell from the heighth of the spout, was most decidedly and clearly heard; and which forcibly striking the sea, impelled it to form a cavity, around which afterwards a frothy veil of water above two feet high arose, and the surface of the cavity bubbled, foamed, and was whirled by a circular motion; all effects produced by the impelling air. Phenomena quite similar to this

happened in the lesser spout. In the mean time, the stormy cloud was exactly in our zenith, and without discharging a drop of water, continued to send forth lightnings, accompanied by claps of thunder, which, as usual, almost instantaneously terminated. From the part where the spouts issued (which had always been from the swelling or black protuberance of the cloud), the cloud, like a winder, moved quickly round, and a vertiginous motion was clearly seen in various parts of the spouts. The larger spout lasted twenty-seven minutes, the lesser eighteen.—They would have perhaps lasted longer, if the wind, by bending them too much, had not at length torn them in the upper part.

Here, likewise, the continuation of the spouts being interrupted, the two tracts of sea, which were under their extremities, having almost on a sudden lost their cavity, and the foaming veil, became perfectly smooth and calm; as the other part of the sea. Although the broken arches of the spouts were seen for some interval of time, the upper part remained joined to the clouds, and the inferior was the sport of the wind. But the heaviest part of the storm, which was not very extensive, had already passed us some miles towards the east; and though two other spouts sprung out afterwards, which were quite complete, because they reached to the surface of the sea, yet their distance hindered me from examining them conveniently, as I had done the others. Thus I was obliged to put an end to the contemplation of a spectacle which I had never seen before, nor since I have been a voyager on the sea.'

We shall now hint, in a few words, the principal consequences which immediately arise from the aforesaid observations: First, This species of spout does not raise or absorb within itself the water of the sea, nor does it discharge any upon it; but it simply consists in a current of air, which precipitating from the clouds to the bottom, enclosed in a canal of dense vapour, analogous to that of the cloud, produces on the surface of the water the aforesaid effects. Secondly, This current seems necessarily produced, at least in the beginning, by contrary winds; which, rushing against each other in opposite directions, become entwined together, in a descent from the stormy cloud; which, in my opinion, is clearly evinced by the sudden whirling of the cloud, as well as some portion of the spout. Thirdly, This canal of air, called a spout, is probably generated by this said whirlwind, which, entering with violence into the cloud, and swelling the inferior part, pierces through it, sometimes joining the sea, and sometimes extending to a less depth. Fourthly, The imperfect generation of the spouts, represented in the inverted cones which terminate before they reach the sea, may arise either from the cessation of the current of air, very

necessary for their production, or because this stream does not find in the new spouts due resistance, to lengthen and extend to the sea, independent of other impediments which may concur. Fifthly, All the force of this sort of spout, consisting in that violent blast of air from top to bottom, however detrimental it may be to small vessels, even so far as to forcibly sink, or fill them with water, by means of the frothy veil which surrounds it, I do not know whether it may occasion much damage to Ships of a certain size, such as the Bailera, in which we sailed. From the above remarks it is clear, that the kind of spout I observed on the Adriatic is not new; at least Buffon, in his Supplements, makes mention of analogous spouts, which are described by others. However, it seems to me, that no one has observed the effects at sea with precision and perspicuity equal to myself.

In the Journals of Rozier (an. 1787), Sig. Michand, an architect, describes a Water-Spout which he observed at Nice, in Provence, in 1780. But this was of a very different nature from mine; as he affirms, that he had ocular proof of a moist vapour, much compressed, clearly visible, and very active; which, having detached itself from the sea, entered within the spout, and ascending, passed through it to the cloud by successive starts, but did not return from the cloud to the Spout. And strengthening his affirmation by the testimony of two others, who were spectators of the same meteor, seems to leave no room to doubt of the truth of his observations. In consulting the histories of voyagers, we find descriptions of Spouts at sea, very different from those we have been treating of; but they are too well known to philosophers to be mentioned here. Pursuing my voyage with the Bailo Zulian to the Levant, we arrived at Corfu; where, about a month before, was seen another meteor in that port, which proved fatal to a Ship. I can only give an outline of it, as I had but a poor and imperfect account of it from some of the inhabitants. It seemed to have all the appearance of an hurricane. There suddenly arose, as they related to me, a most violent tempest in the port, which in an instant greatly agitated the sea, and raised it to a great height, forming a prodigious eminence, which turned round like a wheel very rapidly; upon it unfortunately lay a Ship, which, after giving way some time to the motion of this whirling current, was seen to quit it; and being elevated in the air, consequently left to its own weight, it precipitately fell, and was lost. It is well known, these tempests likewise rage on land, nor are they very rare even in our Lombardy: we have still the strong remembrance of one, which, besides infinite damage occasioned around, and in Padova, took away the roof of the great public hall in that city, and carried it entire to a considerable distance.

Naval Poetry.

Nor let the sons of letter'd pride despise
Germs, whence the vig'rous shoots of valour rise;
So Attic freedom own'd Harmodius' strain,
So rous'd Tyrtæus' song the Spartan train. PYE's NAUCE.

MR. EDITOR,

When I intrude the following lines on your notice, it is not from any idea of their merit, for I must confess they are very inferior to what the subject demands; but still, a natural ardour prompts me to submit them to your consideration.

C. M.

WHY droops the Lyre, why sleeps th' unwilling Muse?
Heard ye the Knell, and yet the Dirge refuse?
Shall not each Bard HOWE's gallant deeds relate;
And chaunt of Minstrel solemnize his Fate,
Who still in history's everlasting page,
Shall rouse to glory each succeeding age?
The seaman oft at eve by cottage fire,
With Howe's great exploits shall his child inspire;
And, on his crutch, the Greenwich Tar will prove
His honest sorrow, and a nation's love.
Oh shade! that now in the celestial sphere
Receives The Crown decreed to virtue here;
If 'tis allow'd from Heav'n to turn your eyes,
And view this earthly Atom from the skies;
To Britain turn—which you conspir'd to save,
And own your Country grateful to The Brave.
The lofty subject is beyond such lays,
The Veteran's glory soars above my praise.
So the young Lark attempts in vain to rise,
And views with swelling breast the distant skies;
So vainly emulates with youthful throat,
The thrilling sweetness of the parent note:
His flutt'ring pinions fail!—he strives in vain,
And yields to older powers, the vocal strain.

MR. EDITOR,

The following lines, without a name, have appeared in one of the annual publications for the New Year; they possess so much merit, that I wish you would give them a place in your valuable Chronicle:

HARK! how the church bells with a sudden peal
Stun the glad ear:—Tidings of joy have come,
To crown each anxious hope. Two gallant Ships
Met on the element; they met, they fought,
And England triumphed.————
————Yet there was one who died
'Mid that day's glory, whose obscurer name
No great historian's page will chronicle:
'Twas in the catalogue of slain.—Thank God!
The sound was not familiar to my ear.
But it was told me after, that this man
Was by a Press Gang's violence roughly forc'd
From his own home, and wife, and little ones,
Who, by his labour lived:—that he was one,
Whose uncorrupted heart could keenly feel
An husband's love, a father's anxiousness;
That from the wages of his toil he fed
The distant dear ones, and would talk of them
At midnight when he trod the silent deck
With him he valued; talk of them, of joys
That he had known——Oh God! and of the hour
When they should meet again, till his full heart,
His manly heart, at last would overflow,
Even like a child's with very tenderness.
Peace to his honest spirit! Suddenly
It came, and merciful, the ball of death;
For it came suddenly and shattered him,
And left no moment's agonizing thought
On those he lov'd so well.————
————————He, ocean deep,
Now lies at rest. Be Thou her comforter
Who art the widow's friend! Man does not know
What a cold sickness made her blood run back,
When first she heard the tidings of the fight;
Man does not know with what a dreadful hope
She listened to the names of those that died;
Man does not know, or knowing will not heed,

With what an agony of tenderness
She gazed upon her children, and beheld
His image who was gone. O God! be thou
Her comforter who art the widow's friend!

MR. EDITOR,

AS one great object of your interesting Chronicle appears to be, to render justice to neglected merit; I wish you would occasionally allow me a place in your Naval Literature, for some extracts, and remarks, on that inestimable poem of Camoens, THE LUSIAD, which Mr. Mickle, who was Secretary to Commodore Johnson in the Romney, has so admirably translated. It has long been my constant companion; and often gave a peculiar charm to the dreary station off Ushant, or the still more ungenial cruises in the North Sea. I may thus possibly induce some brother sailor to follow my example.

The Pursuits of Literature pays Mickle the following compliment:

To worth untitled would your fancy turn?
The Muse all friendless wept o'er Mickle's urn;
Mickle, who bade the strong poetic tide
Roll o'er Britannia's shores in Lusitanian pride.

He then adds—"William Julius Mickle, a man of genius, and of great poetical powers. He translated the *Lusiad of Camoens* in a free paraphrastick manner, but with the spirit of an original poet."

LUIS DE CAMOENS was born at Lisbon in 1517: his father was Commander of a vessel, wrecked at Goa, where, with his life, he lost the greater part of his fortune. The education of Camoens was provided for by his mother, ANNE DE MACEDO OF SANTARENE, at the University of Coimbra: he acquired there, an intimacy with the classics equal to that of Scaliger, but directed by the taste of a Milton. Having been banished from Court, he retired among his mother's friends at Santarene, where he renewed his studies, and began his poem on the discovery of India. I shall at some future time enter more fully into the particulars of his life, and now proceed to notice some of those parts of his poem, which are more immediately connected with the plan of the Naval Chronicle.

The Lusiad opens, with all the simplicity of the great masters in epic poetry:

Arms and the heroes, who from Lisbon's shore,
Thro' seas where sail was never spread * before,

* The voyages of Hanno, or Nearchus, were only coasting ones; the Portuguese were the first who ever spread sail in the Atlantic.

Beyond where Ceylon lifts her spicy breast,
And waves her woods above the watery waste,
With prowess more than human fore'd their way
To the fair kingdoms of the rising day:
What wars they wag'd, what seas, what dangers past,
What glorious empire crown'd their toils at last;
Vent'rous I sing, on soaring pinions borne,
And all my country's wars the Song adorn.

Camoens then proceeds to assert the superiority of his subject, THE DISCOVERY OF INDIA, above the wanderings of Ulysses, or the adventures of Æneas; and having paid a due tribute to the endowments and enterprising genius of the persecuted King SEBASTIAN, thus opens the subject:

Now far from land, o'er Neptune's dread abode,
The Lusitanian fleet triumphant rode;
Onward they traced the wide and lonesome main,
Where changeful Proteus leads his scaly train;
The dancing vanes before the Zephyrs flow'd,
And their bold keels the trackless ocean plow'd;
Unplow'd before the green ting'd billows rose,
And curl'd and whiten'd round the nodding prows.

The Portuguese poet introduces the "immortal senate of the skies" assembled to fix the depending fate of the eastern world, with true epic majesty:

All instant pour'd along the milky road,
Heaven's crystal pavements glittering as they strode.

The voyage of Vasco de Gama then proceeds:

Whilst thus in heaven's bright palace Fate was weigh'd,
Right onward still the brave armada stray'd:—
Before the balmy gales of cheerful spring,
With heav'n their friend, they spread the canvass wing;
The sky Cerulean, and the breathing air,
The lasting promise of a Calm declare.
Behind them now the Cape of PRASO bends,
Another Ocean to their view extends,
Where black-topp'd islands, to their longing eyes,
Lav'd by the gentle waves, in prospect rise.

* Page 11. Vasco de Gama sailed from Belem, in the Tagus, on Saturday, July 8, 1497.

But GAMA, captain of the vent'rous band,
Of bold emprize, and born for high command,
Whose martial fires, with prudence close allied,
Ensur'd the smiles of Fortune on his side,—
Bears off those shores which waste and wild appear'd,
And eastward still for happier climates steer'd.
When gathering round, and blackening o'er the tide,
A fleet of small canoes the Pilot spied;
Hoisting their Sails of palm tree leaves, inwove
With curious art, a swarming crowd they move:
Long were their boats, and sharp to bound along
Through the dash'd waters, broad their oars and strong:
The beading rowers on their features bore
The swarthy marks of Phaeton's fall of yore—
Their arms were bearded darts, and faulchions broad,
And warlike music sounded as they row'd.
With joy the Sailors saw the boats draw near,
With joy beheld the human face appear:
What nations these, their wondering thoughts explore,
What rites they follow, and what God adore!—
Glad were the Crew, and ween'd that happy day
Should end their dangers, and their toils repay.
The lofty Masts the nimble youths ascend,
The ropes they haul, and o'er the yard-arms bend;
And now their bowsprits pointing to the shore,
(A safe-moor'd bay) with slacken'd sails they bore:
With cheerful shouts they furl the gather'd sail,
That less, and less, flaps quivering on the gale.
The prows, their speed stopp'd, o'er the surges nod,
The falling anchors dash the foaming flood.

From my Cabin in the Gun-Room.

(*To be continued*)

MEDICAL FACTS.

Οὐ γαρ εγωγέ τι οἶδα κακώτερον ἄλλο θαλασσης,
Ανδρά τι συγχεῦμεν, εἰ καὶ μεγα καρτερὸς εἴη.

ΟΜΗΡ. ΟΔΥΣ. Θ.

Dire is the Ocean, dread in all its forms!
Man must decay, when man contends with storms. POPE.

DOCTOR FLETCHER's valuable work on the health of Seamen has been lately republished, dedicated by permission to the Duke of Clarence, entitled, "A Maritime State considered respecting the Health of Seamen, with effectual Means for rendering their Situation

more comfortable. To which are annexed, Some Observations on the Diseases incident to that honourable profession; with an Appendix of additional Notes and Remarks in the Order of the Work."

Doctor Fletcher had been many years a Surgeon in his Majesty's Navy; in the course of which time he was in the East and West Indies, and in the Fleet under the command of Lord Howe in America: after which, he was appointed Medical Superintendent of the forces under the command of the Earl of Dunmore, in Virginia. Whilst in the East, Doctor Fletcher was at Muschat in Arabia Felix, and up the River Euphrates, as far as Bassora. So that this ingenious work has throughout the air of a medical voyage, interspersed with important remarks, illustrative of the prevention as well as cure of disease; and which the various climes and situations he passed, aided by his own zeal and abilities, have so amply furnished him with.—In the preface to this edition, we have the following account of the author's *laudable exertions* for the establishment of the various improvements therein proposed.

"Some time after the publication of the first edition, it was suggested to me, as a means for facilitating my various proposals for the health of Seamen, that an half sheet should be composed out of the heads of some of the more important subjects therein contained, and addressed to the Lords Commissioners of the Admiralty, which was accordingly done; and I had the satisfaction to find, that in consequence of my efforts, our Ships on the East India station are now reaping the benefit of some of these arrangements; and our equipments to Botany Bay, by representation to Mr. Nepean (then in Lord Sidney's office), have experienced the benefits resulting from them. It is therefore to be hoped, that when this hurry of armament shall have subsided, their Lordships will have leisure to attend to the nature of these proposals."

Among the number of improvements and proposals which appear in this production, the following struck us as interesting:

"The next thing which I shall observe upon, as connected with the diet of Seamen, is a circumstance of no small importance to their health, and what has hitherto, I should think, never been considered as being a *luxury* which Seamen are by no means entitled to: I mean, a fruit garden for the use of sailors in tropical stations, under the appellation of *British Naval Gardens*, and stocked with the various roots and fruits usually eat in those climes.—This would be of great service! I hear the conversation of those happy people, as they recreate themselves in these gardens, to this effect—"God bless our *Royal Master!* who not only takes every means to keep us in health and spirits, but who has made ample provision for us when our

of both !" It is a melancholy consideration, but no less true, that a Fleet may be stationed three years in the *East*, without the people being ever able, in the course of that time, to enjoy the fruits of the country—at least in such quantities as could be serviceable to them. How can they obtain them ? since, as has been observed, they have not the means; though these fruits are found essentially necessary to health—the very best antiscorbutics, preserving the blood from degenerating, and in those climes there being a natural avidity for them.

" It is melancholy to observe men in a convalescent state at the hospitals in those arid climes, who wish to enjoy a walk, but cannot take that exercise without they do it either within the walls of an hospital, or under the scorching heat of the sun, which is the probable cause of their complaint.

" Such gardens might easily be stocked with the various tropical fruits that grow in most of these climates, either spontaneously, or with little culture. The orange, the lime, and the plantain, could not fail to prove highly grateful and salutary. The pumpkin and yam likewise would be serviceable.

" There are also few of those places where the tamarind, for instance, and toddy tree, would not grow : affording not only an agreeable beverage and shade, but possessing the property of purifying the atmosphere by the large quantities of balsamic effluvia which are constantly emitted from them."

" Judicious plantations of these, and the like, should therefore be cultivated in such inclement situations; whilst hospitals, and sick tents, should certainly stand in their shade."

On the subject of a supply of sheeting in hot climes for the use of Seamen, Dr. Fletcher has the following remark—" What a shock to humanity to descend into a sick birth, and there observe a number of those brave fellows, who but a few days past would have hurled destruction in the front of the enemy, now lying prostrate in the dust; their skins *encrusted* with perspiration and dirt : for justice sake, let *these* be supplied with this necessary refreshment, if it be not thought expedient for those in health !"

The proposal, likewise, of boiling salt meat in *steam* arising from the infusion of *malt*, by which the saline matters are extracted, and the nourishing principle restored, is an idea no less novel than interesting.

On the subject of disease, the same benevolent turn of thought, and zeal for the service, which characterises the other parts of the work, are here equally conspicuous :—" In a relation of the *diseases*

of Seamen, many scenes of distress necessarily arise and connect themselves with such relation.

On the subject of contagion, the diet of Seamen, the distillation of fresh water from salt, and on the means for obviating the bad effects arising from hot and moist, and cold and moist weather, when on board, are likewise many valuable remarks.

We are happy to announce a continuance of this gentleman's exertions for the good of the Navy, in a work at this time in the press, and in considerable forwardness, entitled the *Naval Guardian*, under the auspices of the Lords of the Admiralty; from the Prospectus, it promises to contain a fund of nautical information, and among other subjects connected with it, a system of education for youth, either in, or destined for the Navy; which must render such an undertaking every way acceptable.

PREVENTION OF SCURVY IN SEAMEN.

"Fas et ab hoste doceri."

A PROPOSITION has been submitted to the French Government, by Citizen Rivoire, of the Marine, to contribute to the health of their Seamen, by diminishing the quantity of salted meats used at sea, and rescuing the men in a certain degree from the ravages of the Scurvy. The Government had so far given its sanction to the plan, which the inventor asserts to be of tried efficacy, as to insert it in the official paper, the *Redacteur*, of the 10th inst. We, who owe so much to our gallant Tars, should not overlook such a hint, from whatever quarter it may come: the experiment should certainly be made; and, if on trial the result should prove satisfactory, the practice cannot be too speedily or generally adopted. The proposals and observations of Citizen Rivoire are as follow:

PROVISIONS FOR THE NAVY.

Salted meats form the general food of persons at sea, and, however carefully they may be prepared, the use of them is at all times pernicious. When vessels are a long time at sea without putting into any port, the scurvy is found to rage among the crews, and in a manner the more dangerous, as the means of cure are slow and uncertain. I had long reflected on the mode of preparing meat, so as that it may be preserved a long time without the use of salt, and consequently without impairing its nutritive qualities. When I was in the Spanish part of the island of St. Domingo, I had frequent occasion to make use of *Tassos*, which are long slices of meat deprived of its fat, and afterwards dried in smoke. This tasso preserves itself for a long time without any alteration, even in that hot climate, when it is well prepared. I consi-

dered of employing similar means, with some modifications, in order to secure the dried meats from the effects of humidity, and of preparing a large quantity in a manner the least expensive. The following is the process which I have employed: it is the result of many experiments, with which I had every reason to be satisfied.

It will be necessary in the Naval Slaughter-houses to select the most fleshy parts, the four quarters, for instance, of the beeves which are killed for their daily consumption, which of course must then be doubled. The muscles being cleared of the surrounding fat, are to be cut in large slices perpendicularly, according to the direction of the fibres. These slices are to be exposed to the heat of the ovens in which the bread and biscuit is baked for the use of the Navy, when they are at an heat of no more than fifty degrees by the thermometer of Reaumur, and to remain there until the ovens be cold: an opening should be left for the evaporation of the moisture. The same operation is to be repeated, taking care to turn the larger slices until they are entirely dried, and of an horny but friable consistence. On the other hand, it will be necessary to melt the fat which has been taken away with the suet of the cattle, and to purify the whole by means of salt and boiling water; but in the fat thus purified, care must be taken that no moisture shall remain; and it would also be of advantage if some aromatic herbs were employed in this part of the process. Every thing being thus prepared, a number of casks should be ready; those which have served for the conveyance of sweet oil are most suited for the purpose: the slices of dried meat are in these to be placed in layers, and the melted fat, not being too hot, is to be poured in upon them. The casks are then to be headed, taking care that no vacant space is left, and both ends are immediately to be caulked.

This process, very simple, and by no means expensive, being executed with precision, has the advantage of securing an agreeable food, of preserving the health of the sailors, and of containing a double quantity of provisions in the same space that would be occupied by meat salted in the ordinary manner. The provision being reduced into a small compass, a smaller quantity may of course be given. The fat of the beef being purified with care, may serve to season the roots and greens, and to enrich the soup of the crews.

The process is to be exactly the same with respect to mutton; and where this is not dearer than beef, such a quantity may be laid in as to preclude entirely the necessity of using salted provisions.

Gazette Letters.

ADMIRALTY-OFFICE, AUG. 31.

LIEUTENANT CLAY, of his Majesty's ship Kent, arrived this morning with a dispatch from Admiral Lord Duncan, K. B. to Mr. Nepean, Secretary of the Admiralty, of which the following is a copy:

SIR, *Kent, at anchor off the Texel, Aug 28.*

Be pleased to acquaint the Lords Commissioners of the Admiralty, that I shall go on from my letter of the 25th instant, and say it blew so fresh on Sunday that we could not approach the land, but the weather becoming more moderate on Monday, the whole of the fleet, with the transports, were at anchor close in shore by noon on that day. I shall not enter into a detail of the landing the troops, or what happened on Tuesday, as their Lordships will have that stated by Vice Admiral Mitchell; suffice it to say, the troops rowed towards the shore at day-break, and landed, though immediately opposed by numbers, and from that time till half past four P. M. were continually in action. However, the gallantry of the British troops surmounted all difficulties, and drove the enemy wherever they met them.

The Rattvisan Russian ship got ashore on the South Haik, in coming to the anchorage, where she remained some time in great danger; but by timely assistance, and exertion of her Captain and Officers, in getting out some of the guns and lightening her, she was got off, and last night reported to be again fit for service.

At five P. M. the Belliqueux, with her convoy from the Downs, anchored.

This day it blows strong from the Westward with a great surf, so that I fear little can be done; but I am sure the Vice Admiral will avail himself of every opportunity to carry on the service, as I never witnessed more attention and perseverance in spite of most unfavourable weather, to get the troops landed; and nothing shall be wanting on my part towards furnishing him with every aid in my power, in order to bring the business to a happy termination.

I am, &c. DUNCAN.

P. S. Eight P. M. The weather is still bad; but a lugger is just returned with an answer to a letter I wrote Vice Admiral Mitchell this morning; by which I find the Helder Point was last night evacuated and the guns in it spiked up. The Lieutenant of the lugger likewise reports, that the General and Vice Admiral had not sent off their dispatches; and as I think it of the greatest consequence that Government should have the earliest notice, I dispatch a cutter with this interesting intelligence, although it was my original intention only to have sent one away after the General and Vice Admiral had forwarded their dispatches; and as I have not time to alter my other letter to you of this date, I beg to refer their Lordships to Lieutenant Clay, of his Majesty's ship Kent, an intelligent and deserving officer, for further particulars.

Evan Nepean, Esq. DUNCAN.

Extract of a Letter from Captain Cunningham, of his Majesty's ship Clyde, to Evan Nepean, Esq. dated Plymouth Sound, August 28, 1799.

I have the satisfaction to inclose, for the information of the Lords Commissioners of the Admiralty, the copy of a Letter addressed to Lord Keith.

MY LORD, *Clyde, Plymouth Sound, Aug 28, 1799.*

I have the honour to inform you, that on the 20th instant, at half past eight A. M. Cordovan Light-house bearing E. by S six or seven leagues, I discovered two sail in the S. W. to which I gave chace, and soon perceived they were standing towards us, which they continued to do until his Majesty's ship, under my command, was within two miles of them, when they both bore up and made sail, going on large different tacks. I continued to chace the largest, and soon brought her to action, which was maintained with great gallantry on the part of the enemy, until his ship was wholly dismantled, and had received several shot between wind and water; when La Vestale, a French frigate of 36 guns, twelve pounders, and 235 men, commanded by Monsieur P. M. Gaspard, struck to his Majesty's ship Clyde.

Her consort, the Sagesse, of 30 guns, availing herself of the vicinity of the Garrone, had got so much the start of us, that any pursuit of her would have been unavailing.

The Clyde's Officers and men conducted themselves much to my satisfaction; and I received that support from Mr. Kerr, the First Lieutenant, which I was prepared to expect by his animated conduct in former critical and more trying situations. He has lost an eye in a former action.

The Vestale is from St. Domingo. I find by her role d'equipage, that she brought from thence many passengers, whom she landed at Passage; from which place she had sailed two days, on her way to Rochfort, in company with the Sagesse, who had lately arrived from Guadaloupe.

Inclosed is a list of the killed and wounded.

I have the honour to be, &c. &c. &c.

CHARLES CUNNINGHAM.

List of Killed and Wounded.

Clyde—W. Gatt, Quarter-Master, and John Horne, private marine, killed.
John Tucker, S. Collins, and John Gardner, seamen, wounded.

La Vestale—Ten seamen and marines killed.
Two Officers and 20 seamen and marines wounded.
One Officer and several seamen since dead of their wounds.

CHARLES CUNNINGHAM.

ADMIRALTY-OFFICE, SEPT. 3, 1799.

Lieutenant Collier, of his Majesty's ship Isis, arrived this day with dispatches from Vice Admiral Mitchell to Evan Nepean, Esq. Secretary of the Admiralty, of which the following are copies:

Isis, at anchor at the Red Buoy, near the Vleiter, Aug. 30, 1799, two P. M.

SIR,

I have the very great satisfaction to acquaint you, for the information of my Lords Commissioners of the Admiralty, that the whole of the Dutch fleet, near the Vleiter, surrendered to the squadron under my command without firing a gun, agreeable to a summons I sent this morning. The Dutch squadron was to be held for the orders of his Serene Highness the Prince of Orange, and the orders I may receive from the Lords Commissioners of the Admiralty for my farther proceedings. I have the honour to be, Sir, &c.

Evan Nepean, Esq. (Signed) A. MITCHELL.

SIR, *Isis, at anchor at the Red Buoy, near the Vleiter, Aug. 31, 1799.*

It blowing strong from the South-west, and also the flood tide, I could not send away my short letter of last night; I therefore have, in addition, to request you will lay before the Lords Commissioners of the Admiralty, that on the morning of yesterday I got the squadron under weigh at five o'clock, and immediately formed the line of battle, and to prepare for battle.

In running in, two of the line of battle ships, Rattvisan and America, and the Latona frigate, took the ground. We passed the Helder Point and Mars Diep, and continued our course along the Texel, in the channel that leads to the Vleiter, the Dutch squadron laying at anchor in a line at the Red Buoy in the East South-east course.

The Latona frigate got off and joined me; but as the two line of battle ships did not, I closed the line. About half past ten I sent Captain Rennie of the Victor, with a summons to the Dutch Admiral, as it was Lord Duncan's wish that I should do so; and in her way she picked up a flag of truce, with two Dutch Captains from the Dutch Admiral to me. Captain Rennie very properly brought them on board, and, from a conversation of a few minutes, I was induced to anchor in a line a short distance from the Dutch squadron, at their earnest request. They returned with my positive orders not to alter the position of the ships, nor do any thing whatsoever to them, and in one hour to submit, or take the consequences.

In less than the time they returned with a verbal answer, that they submitted according to the summons, and should consider themselves (the Officers) on parole, until I heard from the Lords Commissioners of the Admiralty and the Prince of Orange for my farther proceedings.

I have now the honour to enclose you herewith the line of battle in which the squadron advanced, a copy of my summons to the Dutch Admiral, and also a list of the Dutch fleet.

Admiral Story's flag is down, and I have sent an Officer on board each of his ships to have an eye over and the charge of them, as they themselves requested that it should be so.

I have also furnished them with the Prince of Orange's standard, many of them not having had it before, and they are now all under these colours.

To maintain quiet among their crews, I issued a short manifesto, of which I also enclose a copy herewith.

The animated exertions and conduct of the whole squadron are far above any praise I can bestow on them; but I shall ever feel most sensibly impressed on my heart their spirited conduct during the whole of this business. We have all felt the same zeal for the honour of our Sovereign and our Country; and although the conclusion has not turned out as we expected, yet the merit I may say, in some measure, is still not the less due to my squadron; and if I had brought them to action, I trust it would have added another laurel to the Navy of England in this present war. The Dutch were astonished and thunderstruck at the approach of our squadron, never believing it possible that we could so soon have laid down the buoys, and led down to them in line of battle in a channel where they themselves go through but with one or two ships at a time.

I have sent Lieutenant Collier with these dispatches, who will give their Lordships every information, as he has been employed in the whole of the communication with the Dutch squadron, and was also on shore with me as my Aid-de-Camp on the day of landing.

I have the honour to be, &c. A. MITCHELL.

P. S. Since writing the above I received the Dutch Admiral's answer in writing, which I enclose herewith.

LINE OF BATTLE.

AT NOON, AUGUST 30, 1799.

Glatton—Capt. Charles Cobb. 54 guns, 343 men.
Romney—Capt. John Lawford, 50 guns, 343 men.
Isis—Vice Admiral Mitchell, Capt. James Oughton, 50 guns, 343 men.
Veteran—Capt. A. C. Dickson, 64 guns, 491 men.
Ardent—Capt. T. Bertie, 64 guns, 491 men.
Belliqueux—Capt. R. Bulteel, 64 guns, 491 men.
Monmouth—Capt. Geo. Hart, 64 guns, 491 men.
Overyssel—Capt. J. Bazely, 64 guns, 491 men.
Melpomene, *Latona*, *Shannon*, *Juno*, and *Lutine* frigates.

Given on board the Isis in the Vlieter Channel, Aug. 30, 1799.

To —— —— *Captain of his Majesty's Ship the* ——,
by Command of the Vice Admiral.

SIR, *Isis, under sail in line of battle, Aug.* 30, 1799.

I desire you will instantly hoist the flag of his Serene Highness the Prince of Orange. If you do, you will immediately be considered as friends of the King of Great Britain, my most gracious Sovereign, otherwise take the consequences. Painful it will be to me for the loss of blood it may occasion, but the guilt will be on your own head. I have the honour to be, &c.

(Signed) ANDREW MITCHELL,
Vice Admiral and Commander in Chief of his Majesty's Ships employed on the present Expedition.

To Rear Admiral Story, or the Commander in Chief of the Dutch Squadron.

A List of the Dutch Squadron taken possession of in the Texel by Vice Admiral Mitchell, August 30, 1799.

Washington—Rear Admiral Story, Capt. Capelle, 74 guns.
Gueldersland—Capt. Waldeck, 68 guns.
Admiral de Ruyter—Capt. Huijs, 68 guns.
Utrecht—Capt. Kolf, 68 guns.

Cerberus—Capt. De Jong, 68 guns.
Leyden—Capt. Van Braam, 68 guns.
Beschermer—Capt. Filbracht, 54 guns.
Batavier—Capt Van Sendeh, 54 guns; under the Vleiter.
Amphitrite—Capt Schutter, 42 guns; under the Vleiter.
Mars—Capt de Bock, 44 guns.
Ambuscade—Capt. Piverij, 32 guns.
Galathea—Capt. Droop, 16 guns.

A. MITCHELL.

Isis, August 30, 1799.

The undersigned, Vice Admiral in the service of his Majesty the King of Great Britain, charged with the execution of the naval part of the expedition to restore the Stadtholder and the Old and Lawful Constitution of the Seven United Provinces, guaranteed by his Majesty, having agreed that in consequence of the summons to Rear Admiral Story, the ships, after hoisting the ancient colours, will be considered as in the service of the allies of the British Crown, and under the orders of his Serene Highness the Hereditary Stadtholder, Captain and Admiral General of the Seven United Provinces, has thought it proper to give an account of this agreement to the brave crews of the different ships, and to summon them by the same to behave in a peaceable and orderly manner, so that no complaints may be represented by the Officer, the undersigned will send on board each of the ships to keep proper order, until the intention of his Majesty, and his Serene Highness the Prince of Orange, as Admiral General shall be known, for the farther destination of these ships, on account of which dispatches will be immediately sent off. And to make them aware, that in case their conduct should not be so as may be expected from the known loyalty and attachment of the Dutch Navy to the Illustrious House of Orange on this occasion, any excess or irregularity will be punished with the severity which the disorders may have been committed merit.

(Signed) ANDREW MITCHELL.

ADMIRAL, *On board the Washington, anchored under the Vleiter, 30th Aug.* 1799.

Neither your superiority nor the threat that the spilling of human blood should be laid to my account, could prevent my shewing you to the last moment what I could do for my Sovereign, whom I acknowledge to be no other than the Batavian People and its Representatives, when your Prince's and the Orange flags have obtained their end. The traitors whom I commanded refused to fight; and nothing remains to me and my brave Officers, but vain rage and the dreadful reflection of our present situation: I therefore deliver over to you the fleet which I commanded. From this moment it is your obligation to provide for the safety of my Officers, and the few brave men who are on board the Batavian ships, as I declare myself and my Officers prisoners of war, and remain to be considered as such.

I am, with respect, S. STORY.

To Admiral Mitchell, commanding his Britannic Majesty's Squadron in the Texel.

SIR, *Isis, at anchor at the Red Buoy, near the Vleiter, Aug.* 31, 1799.

Since my letter of the 29th by Captain Oughton, I received a letter from Capt. Winthrop, of the Circe, containing a more particular account of the men of war, &c. taken possession of in the New Diep, than I had then in my power to send, of which you will receive a copy herewith for the information of my Lords Commissioners of the Admiralty. I have the honour, &c.

Evan Nepean, Esq. A. MITCHELL.

SIR, *Helder, Aug.* 28, 1799.

I have the honour to inform you that I this morning took possession of the New Diep, with the ships and vessels under mentioned, and also of the naval arsenal, containing ninety-five pieces of ordnance. A copy of the naval stores I will transmit you as soon as it can be made out.

I have the honour, &c. R. WINTHROP.

	Guns.		Guns.
Urwechten	66	Uaie	
Broederschop	54	Helder	
Hector	44	Pollock	24
Diuffee	44	Minerva	24
Expedition	44	Venus	24
Constitutie	44	Alarm	24
Bel Antionette	44		

Dreighlerlahn, Howda, Vreedelust, Indiamen; and a Sheer Hulk.

Andrew Mitchell, Esq.

ADMIRALTY-OFFICE, SEPT. 10, 1799.

A letter from Captain Sir Sydney Smith, of his Majesty's ship Tigre, to Evan Nepean, Esq. Secretary to the Admiralty, with its inclosures, of which the following are copies, were yesterday received at this Office:

Copy of a Letter from Captain Sir William Sydney Smith, of his Majesty's ship Tigre, to Evan Nepean, Esq. dated off Mount Lebanon, June 16, 1799.

Sir Morton Eden hath forwarded a duplicate of your letter of the 4th of May, informing me of the sailing of the French fleet from Brest. I take for granted this fleet is bound for these seas, to support Buonaparte's operations, not knowing that his expedition to Syria has completely failed, as the inclosed duplicates will inform their Lordships.

MY LORD, *Tigre, Acre, May 9, 1799.*

I had the honour to inform your Lordship, by my letter of the 8th instant, that we were busily employed in completing two ravelins for the reception of cannon, to flank the enemy's nearest approaches, distant only ten yards from them. They were attacked that very night, and also every night since, but the enemy have each time been repulsed with very considerable loss. The enemy continued to batter in breach with progressive success, and have since on several times attempted to storm, but have as often been beaten back with immense slaughter. Our best mode of defence has been frequent sorties, to keep them on the defensive, and impede the progress of their covering works. We have thus been in one continued battle ever since the beginning of the siege, interrupted only at short intervals by the excessive fatigue of every individual on both sides. We have been long anxiously looking for a reinforcement without which we could not expect to be able to keep the place long as we have. The delay in its arrival being occasioned by Hassan Bey's having originally received orders to join me in Egypt, I was obliged to be very peremptory in the repetition of my orders for him to join me here; it was not, however, till the evening of the day before yesterday, the fifty-first day of the siege, that his fleet of corvettes and transports made its appearance. The approach of this additional strength was the signal to Buonaparte for a most vigorous and persevering assault, in hopes to get possession of the town before the reinforcement to the garrison could disembark.

The constant fire of the besiegers was suddenly increased tenfold; our flanking fire from a float was as usual plied to the utmost, but with less effect than heretofore, as the enemy had thrown up epaulments and traverses of sufficient thickness to protect him from it. The guns that could be worked to the greatest advantage were a French brass eighteen pounder, in the Lighthouse Castle, manned from the Theseus, under the direction of Mr. Stroder, Master's Mate; and the last mounted twenty-four pounder in the North Ravelin, manned from the Tigre, under the direction of Mr. Jones, Midshipman. These guns being within grape distance of the head of the attacking columns, added to the Turkish musquetry, did great execution; and I take this opportunity of recommending these two petty Officers, whose indefatigable vigilance and zeal merit my warmest praise. The Tigre's two 68 pound carronades, mounted in two Germes lying in the Mole, and worked under the direction of Mr. Pratt, Carpenter of the Tigre, (one of the bravest and most intelligent men I ever served with,) threw shells into the centre of this column with evident effect, and checked it considerably. Still, however, the enemy gained ground, and

made a lodgment in the second story of the North East Tower; the upper part being entirely battered down, and the ruins in the ditch forming the ascent by which they mounted. Day-light shewed us the French standard on the outer angle of the Tower. The fire of the besieged was much slackened in comparison to that of the besiegers; and our flanking fire was become of less effect, the enemy having covered themselves in this lodgment, and the approach to it by two traverses across the ditch; which they had constructed under the fire that had been opposed to them during the whole of the night, and which were now seen composed of sand bags and the bodies of their dead built in with them, their bayonets being only visible above them. Hassan Bey's troops were in the boats, though as yet but half way on shore. This was a most critical point of the contest; and an effort was necessary to preserve the place for a short time till their arrival.

I accordingly landed the boats at the Mole, and took the crews up to the breach armed with pikes. The enthusiastic gratitude of the Turks, men, women, and children, at sight of such a reinforcement, at such a time, is not to be described.

Many fugitives returned with us to the breach, which we found defended by a few brave Turks, whose most destructive missile weapons were heavy stones, which, striking the assailants on the head, overthrew the foremost down the slope, and impeded the progress of the rest. A succession, however, ascended to the assault, the heap of ruins between the two parties serving as a breast-work for both; the muzzles of their muskets touching, and the spear-heads of the standards locked. Ghezzar Pacha hearing the English were on the breach quitted his station, where, according to the ancient Turkish custom, he was sitting to reward such as should bring him the heads of the enemy, and distributing musquet cartridges with his own hands.—The energetic old man coming behind us, pulled us down with violence, saying, if any harm happened to his English friends, all was lost. This amicable contest, as to who should defend the breach, occasioned a rush of Turks to the spot; and thus time was gained for the arrival of the first body of Hassan Bey's troops. I had now to combat the Pacha's repugnance to admitting any troops but his Albanians into the garden of his Seraglio, become a very important post, as occupying the terre-plein of the rampart. There was not above 200 of the original 1000 Albanians left alive. This was no time for debate, and I over-ruled his objections by introducing the Chiffliz regiment of 1000 men armed with bayonets, disciplined after the European method under Sultan Selim's own eye, and placed by his Imperial Majesty's express commands at my disposal.—The garrison, animated by the appearance of such a reinforcement, was now all on foot, and there being consequently enough to defend the breach, I proposed to the Pacha, to get rid of the object of his jealousy, by opening the gates to let them make a sally, and take the assailants in flank: he readily complied, and I gave directions to the Colonel to get possession of the enemy's third parallel or nearest trench, and there fortify himself by shifting the parapet outwards. This order being clearly understood, the gates were opened, and the Turks rushed out; but they were not equal to such a movement, and were driven back to the town with loss. Mr. Bray, however, as usual, protected the town gate efficaciously with grape from the sixty-eight pounders. The sortie had this good effect, that it obliged the enemy to expose themselves above their parapets, so that our flanking fire brought down numbers of them, and drew their force from the breach, so that the small number remaining on the lodgment were killed or dispersed by our few remaining hand grenades, thrown by Mr. Savage, Midshipman of the Theseus. The enemy began a new breach, by an incessant fire directed to the southward of the lodgment, every shot knocking down whole sheets of a wall much less solid than that of the tower on which they had expended so much time and ammunition.

The group of Generals and Aids-du-camp which the shells from the sixty-eight pounders had frequently dispersed, was now assembled on Richard Cœur de Lion's Mount. Buonaparte was distinguishable in the centre of a semi-circle; his gesticulations indicated a renewal of attack, and his dispatching an Aid-du-camp to the camp, shewed that he waited only for a reinforce-

ment. I gave directions for Hassan Bey's ships to take their station in the shoal water to the southward, and made the Tigre's signal to weigh, and join the Theseus to the northward. A little before sunset, a massive column appeared advancing to the breach with a solemn step. The Pacha's plan was not to defend the brink this time, but rather to let a certain number of the enemy in, and then close with them, according to the Turkish mode of war. The column thus mounted the breach unmolested, and descended from the rampart into the Pacha's garden, where in a very few minutes the bravest and most advanced among them lay headless corpses, the sabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet; the rest retreated precipitately; and the Commanding Officer, who was very manfully encouraging his men to mount the breach, and who we have since learnt to be General Lasne, was carried off, wounded by a musquet shot. General Rombaud was killed. Much confusion arose in the town from the actual entry of the enemy, it having been impossible, nay impolitic, to give previous information to every body of the mode of defence adopted, lest the enemy should come to a knowledge of it by means of their numerous emissaries.

The English uniform, which had hitherto served as a rallying point for the old garrison, wherever it appeared, was now in the dusk mistaken for French, the newly arrived Turks not distinguishing between one hat and another in the croud, and thus many a severe blow of a sabre was parried by our officers, among which Colonel Douglas, Mr. Ives, and Mr. Jones had nearly lost their lives, as they were forcing their way through a torrent of fugitives. Calm was restored by the Pacha's exertions, aided by Mr. Trotin, just arrived with Hassan Bey, and thus the contest of twenty-five hours ended, both parties being so fatigued as to be unable to move.

Buonaparte will, no doubt, renew the attack, the breach being as above described, perfectly practicable for fifty men abreast; indeed the town is not, nor ever has been, defensible according to the rules of art, but according to every other rule it must and shall be defended, not that it is in itself worth defending, but we feel that it is by this breach Buonaparte means to march to farther conquests. 'Tis on the issue of this conflict that depends the opinion of the multitude of spectators on the surrounding hills, who wait only to see how it ends to join the victor, and with such a reinforcement for the execution of his known projects, Constantinople, and even Vienna, must feel the shock.

Be assured, my Lord, the magnitude of our obligations does but encrease the energy of our efforts in the attempt to discharge one duty, and though we may, and probably shall be overpowered, I can venture to say that the French army will be so much farther weakened before it prevails as to be little able to profit by its dear-bought victory.

I have the honour to be, &c. W. SIDNEY SMITH.

Rear Admiral Lord Nelson.

MY LORD, *Tigre, at anchor off Acre, May 30, 1799.*

The Providence of Almighty God has been wonderfully manifested in the defeat and precipitate retreat of the French army; the means we had of opposing its gigantic efforts against us being totally inadequate of themselves to the production of such a result. The measure of their iniquities seems to have been filled by the massacre of the Turkish prisoners at Jaffa, in cool blood, three days after their capture; and the plain of Nazareth has been the boundary of Buonaparte's extraordinary career.

He raised the siege of Acre on the 20th of May, leaving all his heavy artillery behind him, either buried or thrown into the sea, where, however, it is visible, and can easily be weighed. The circumstances which led to this event, subsequent to my last dispatch of the 9th inst. are as follow:—

Conceiving that the ideas of the Syrians as to the supposed irresistible prowess of these invaders must be changed since they had witnessed the check which the besieging army daily met with in their operations before the town of Acre, I wrote a circular letter to the Princes and Chiefs of the Christians of Mount Lebanon, and also to the Sheiks of the Druses, recalling them to a sense of their duty, and engaging them to cut off the supplies from the French camp. I sent them at the same time a copy of Buonaparte's impious proclamation, in which he boasts of having overthrown all Christian establishments,

accompanied by a suitable exhortation, calling upon them to choose between the friendship of a Christian Knight and that of an unprincipled Renegado. This letter had all the effect that I could desire. They immediately sent me two ambassadors, professing not only friendship but obedience; assuring me that in proof of the latter they had sent out parties to arrest such of the mountaineers as should be found carrying wine and gunpowder to the French camp, and placing eighty prisoners of this description at my disposal. I had thus the satisfaction to find Buonaparte's career further northward effectually stopped by a warlike people inhabiting an impenetrable country. General Kleber's division had been sent eastward towards the Fords of the Jordan, to oppose the Damascus army; it was recalled from thence to take its turn in the daily efforts to mount the breach at Acre, in which every other division in succession had failed, with the loss of their bravest men and three fourths of their officers. It seems much was hoped by this division, as it had by its firmness, and the steady front it opposed in the form of a hollow square, kept upwards of ten thousand men in check during a whole day in the plain between Nazareth and Mount Tabor, till Buonaparte came with his horse artillery, and extricated these troops, dispersing the multitude of irregular cavalry, by which they were completely surrounded.

The Turkish Chiffick regiment having been censured for the ill success of their sally, and their unsteadiness in the attack of the garden, made a fresh sally the next night, Soliman Aga, the Lieutenant Colonel, being determined to retrieve the honour of the regiment by the punctual execution of the orders I had given him to make himself master of the enemy's third parallel, and this he did most effectually; but the impetuosity of a few carried them on to the second trench, where they lost some of their standards, though they spiked four guns before their retreat. Kleber's division, instead of mounting the breach, according to Buonaparte's intention, was thus obliged to spend its time and its strength in recovering these works, in which it succeeded after a conflict of three hours, leaving every thing in *statu quo*, except the loss of men, which was very considerable on both sides. After this failure the French Grenadiers absolutely refused to mount the breach any more over the putrid bodies of their unburied companions, sacrificed in former attacks by Buonaparte's impatience and precipitation, which led him to commit such palpable errors as even seamen could take advantage of. He seemed to have no principle of action but that of pressing forward, and appeared to stick at nothing to obtain the object of his ambition, although it must be evident to every body else, that even if he had succeeded to take the town, the fire of the shipping must drive him out of it again in a short time; however, the knowledge the garrison had of the inhuman massacre at Jaffa, rendered them desperate in their personal defence. Two attempts to assassinate me in the town having failed, recourse was had to a most flagrant breach of every law of honour and of war. A flag of truce was sent into the town by the hand of an Arab Dervise with a letter to the Pacha, proposing a cessation of arms for the purpose of burying the dead bodies, the stench from which became intolerable, and threatened the existence of every one of us on both sides, many having died delirious within a few hours after being seized with the first symptoms of infection. It was natural that we should gladly listen to this proposition, and that we should consequently be off our guard during the conference. While the answer was under consideration, a volley of shot and shells on a sudden announced an assault, which, however, the garrison was ready to receive, and the assailants only contributed to increase the number of the dead bodies in question, to the eternal disgrace of the General, who thus disloyally sacrificed them. I saved the life of the Arab from the effect of the indignation of the Turks, and took him off to the Tigre with me, from whence I sent him back to the General with a message, which made the army ashamed of having been exposed to such a merited reproof. Subordination was now at an end, and all hopes of success having vanished, the enemy had no alternative left but a precipitate retreat, which was put in execution in the night between the 20th and 21st instant.—I had above said, that the battering train of artillery (except the carriages, which were burnt) is now in our hands, amounting to 23 pieces. The howit-

zers and medium twelve pounders, originally conveyed by land with much difficulty, and successfully employed to make the first breach, were embarked in the country vessels at Jaffa, to be conveyed coastwise, together with the worst among the two thousand wounded, which embarrassed the march of the army. This operation was to be expected, I took care, therefore, to be between Jaffa and Damietta before the French army could get as far as the former place. The vessels being hurried to sea, without seamen to navigate them, and the wounded being in want of every necessary, even water and provisions, they steered strait to his Majesty's ships, in full confidence of receiving the succour of humanity, in which they were not disappointed. I have sent them on to Damietta, where they will receive such further aid as their situation requires, and which it was out of my power to give so many. Their expressions of gratitude to us were mingled with execrations on the name of their General, who had, as they said, thus exposed them to perish rather than fairly and honourably renew the intercourse with the English, which he had broken off by a false and malicious assertion, that I had intentionally exposed the former prisoners to the infection of the plague. To the honour of the French army be it said, this assertion was not believed by them, and it thus recoiled on its author. The intention of it was evidently to do away the effect which the Proclamation of the Porte began to make on the soldiers, whose eager hands were held above the parapet of their works to receive them, when thrown from the breach. He cannot plead misinformation as his excuse, his Aid-de-camp, Mr. Lallemand, having had free intercourse with these prisoners on board the Tigre when he came to treat about them: and having been ordered, though too late, not to repeat their expressions of contentment at the prospect of going home. It was evident to both sides, that when a General had recourse to such a shallow, and at the same time to such a mean artifice as a malicious falsehood, all better resources were at an end, and the defection in his army was consequently increased to the highest pitch. The utmost disorder has been manifested in the retreat, and the whole track between Acre and Gaza is strewed with the dead bodies of those who have sunk under fatigue, or the effect of slight wounds; such as could walk, unfortunately for them, not having been embarked. The rowing gun-boats annoyed the van column of the retreating army in its march along the beach, and the Arabs harassed its rear when it turned inland to avoid their fire. We observed the smoke of musquetry behind the sand-hills from the attack of a party of them, which came down to our boats and touched our flag with every token of union and respect. Ismael Pacha, Governor of Jerusalem, to whom notice was sent of Buonaparte's preparation for retreat, having entered this town by land at the same time that we brought our guns to bear on it by sea, a stop was put to the massacre and pillage already begun by the Nubiannes. The English flag re hoisted on the Consul's house (under which the Pacha met me) serves as an asylum for all religious and every description of the surviving inhabitants. The heaps of unburied Frenchmen lying on the bodies of those whom they massacred two months ago, afford another proof of Divine Justice, which has caused these murderers to perish by the infection arising from their own atrocious act. Seven poor wretches are left alive in the hospital, where they are protected, and shall be taken care of. We have had a most dangerous and painful duty in disembarking here to protect the inhabitants, but it has been effectually done; and Ismael Pacha deserves every credit for his humane exertions and cordial co-operation to that effect. Two thousand cavalry are just dispatched to harass the French rear, and I am in hopes to overtake their van in time to profit by their disorders; but this will depend on the assembling of sufficient force, and on exertions of which I am not absolutely master, though I do my utmost to give the necessary impulse, and a right direction. I have every confidence that the Officers and men of the three ships under my orders, who, in the face of a most formidable enemy, have fortified a town that had not a single heavy gun mounted on the land side, and who have carried on all intercourse by boats under a constant fire of musquetry and grape, will be able efficaciously to assist the army in its future operations. This letter will be delivered to your Lordship by Lieutenant Canes, first of the Tigre, whom I have judged worthy to command the Theseus, as Captain, ever since the death of my much lamented friend and coadjutor Captain Miller. I have taken

Lieutenant England, first of that ship, to my assistance in the Tigre, by whose exertions, and those of Lieut. Summers and Mr. Atkinson, together with the bravery of the rest of the Officers and men, that ship was saved, though on fire in five places at once, from a deposit of French shells bursting on board her. I have the honour to be, &c.

W. SYDNEY SMITH.

Right Hon. Lord Nelson, Rear Admiral of the Blue, &c. &c.

A List of Killed, Wounded, Drowned, and Prisoners belonging to his Majesty's Ships employed in the Defence of Acre, between the 17th March and 20th May 1799.

Tigre.—17 killed, 48 wounded, 4 drowned, 77 prisoners.
Theseus.—35 killed, 62 wounded, 9 drowned, 5 prisoners.
Alliance.—1 killed, 3 wounded.
Total.—53 killed, 113 wounded, 13 drowned, 82 prisoners.

Dated on board his Majesty's ship Tigre, this 30th day of May, 1799.

W. SYDNEY SMITH.

A Return of Killed, Wounded, and Drowned belonging to his Majesty's ships Tigre and Theseus, between the 3d and 9th May 1799, employed in the Defence of Acre.

Tigre.—Alexander Flinn, seaman, killed; Charles Conway, Joseph Edwards, William Priddle, Morris Shlene, seamen, wounded; Thomas Lamb, midshipman, Martin Christian, John Michael, George Williams, seamen, drowned.

Theseus.—David James, Francis Hard, John Nelson, seamen, wounded.

Total.—One seaman killed; seven seamen wounded; one midshipman, three seamen drowned.

Dated on board his Majesty's ship Tigre, this 9th May, 1799.

W. SYDNEY SMITH.

A Return of Killed, Wounded, and Drowned belonging to his Majesty's Ships Tigre and Theseus, between the 9th and 20th of May 1799, employed in the Defence of Acre.

Tigre.—John Carter, seaman, killed; Thomas Smith, sergeant of marines, Thomas Knight, Joseph Thompson, private marines, wounded.

Theseus.—Ralph Willett Miller, Captain, Thomas Segbourne, schoolmaster, James Morrison, Bigges Forbes, Charles James Webb, midshipmen, twenty-one seamen, one boy, three private marines, killed: Lieutenant Summers, Thomas Atkinson, master, Robert Tarnish, surgeon, Frederick Morris, chaplain, Lieut. Beatly, Charles Dobson, midshipman, thirty seamen, two boys, one sergeant of marines, five private marines, wounded; six seamen, three private marines, drowned.

Total.—One Captain, one Schoolmaster, three Midshipmen, twenty two Seamen, one boy, three private Marines, killed; two Lieutenants, one Master, one Surgeon, one Chaplain, one Midshipman, thirty Seamen, two boys, two Sergeants of Marines, seven private Marines, wounded; six Seamen, three private Marines, drowned.

His Majesty's ship Tigre, 30th May 1799.

W. SYDNEY SMITH.

ADMIRALTY-OFFICE, SEPT. 17, 1799.

Copy of a Letter from Captain Middleton, Commander of his Majesty's Ship Flora, to Evan Nepean, Esq. dated at Sea, the 16th of August 1799.

SIR,

Enclosed I send you, for the information of my Lords Commissioners of the Admiralty, copies of my letters to the Earl of St. Vincent, relative to the capture of several of the enemy's privateers on this station, together with a list of all the captures I have made since the 1st of January last. I have the honour to be, &c.

R. G. MIDDLETON.

Flora, in lat. 46 deg. 7 min. N. long. 8 deg. W. the 26th January, 1799.

MY LORD,

I have the satisfaction to inform your Lordship that yesterday, after a chase of eight hours, I captured L'Intrepide French privateer, of 20 brass guns, sixes

and twelves (eighteen of which he hove overboard during the chace), and 160 men, out 48 days from Bourdeaux, commanded by Citizen Jean Baptiste Lherchy; has captured during her cruise the ships annexed, out of which have recaptured as per enclosed list; the Caroline I have sent in chace of a vessel in the S. W. which I understand from the Captain of the privateer, is the late Liverpool, a letter of marque, which, much to the credit of her Captain, engaged the privateer for forty minutes. When the privateer struck the sea was running so high that it was with the utmost exertions of Lieutenants Bissel and Brown that I was enabled to take possession of her, happily without the loss of the people, as the launch and jolly-boat went down in the act of boarding her; and I have this morning been enabled to exchange the prisoners. She is her first cruise, is coppered, and in light winds sails uncommonly fast; nothing but a gale would have enabled me to come up with her. I directed all my prizes to proceed to Lisbon, but fear, from the strong gales we have had at S. W. they have been forced to bear up for the Channel. I have the honour to be, &c.

R. G. MIDDLETON.

List of Vessels captured by L'Intrepide French Privateer, of Bourdeaux, in her Cruise of Seven Weeks.

Nymph, English brig, recaptured by the Flora the 15th January 1799.
Six Sisters, American ship, recaptured by ditto the 17th January 1799.
Jane, an English ship, recaptured by Caroline the 24th January 1799.
Anne, brig, of Liverpool.
Favourite, brig, of London.
Another vessel, name unknown.

MY LORD, *Flora, at Sea, 15th Feb. 1799.*

I have the satisfaction to inform your Lordship, that I this day after a chace of seven hours, captured L'Aventure French privateer of Bourdeaux, mounting 14 guns, 10 of which were 36 pound carronades (and which he hove overboard during the chace), and 115 men, commanded by Citizen Rey; she is nine days out without making any capture, and is reputed to be the fastest privateer of that place. I have the honour to be, &c.

R. G. MIDDLETON.

MY LORD, *Flora, off Villa Conde, Feb. 27, 1799.*

I have the honour to inform your Lordship, that this morning I retook the Chateau Margo, English brig, from Oporto bound to Limerick, that had been captured the day before by two Spanish row-boats; four hours afterwards I perceived two small luggers in shore, one of which I captured after a chace of three hours; proves to be the Diligente of Bajona, mounting two carriage guns, with swivels, &c. and 21 men; out three days from Villa Conde, without making a capture; the other I ran on shore in a bay to the northward of Oporto, and sent the boats to destroy her: night coming on, they must have got her off, for the boats returned without being able to find her: as the Mondovi is off there, I hope she may be enabled to pick her up.

I have the honour to be, &c.

R. G. MIDDLETON.

MY LORD, *Flora, at Sea, April 20, 1799.*

Having thought it advisable to see the letter of marque I captured on the 16th inst. to the southward of the Burlings, this day, Cape Roxen bearing E. S.E. 15 or 20 leagues, I fell in with a schooner privateer, in the act of boarding a brig under American colours, which, after a chace of fourteen hours, I have the satisfaction to inform your Lordship, I captured. She proves to be La Legere French privateer, of Bayonne, mounting 14 guns, eight pounders, and 60 men (four of her guns she hove overboard during the chace), commanded by Citizen Mallet, out from Bayonne, in Spain, six days, and has captured one Portuguese brig. I have the greater satisfaction in making the above capture, as she is only six months off the stocks, is coppered, and sails very well. She intended cruising for a convoy that has sailed from England for this country, also for the departure of the Brazil fleet.

I have the honour to be, &c.

R. G. MIDDLETON.

Flora, at Sea, the 25th July, 1799. Lat. 43 deg. 49 min. N. Long. 10 deg. 47 min. W.

I have the honour to inform your Lordship, that, after a chace of 21 hours, I this day had the satisfaction to capture the Rhuiter brig privateer of Bourdeaux, a new and fast sailing vessel, commanded by Citizen Bablot, mounting 12 brass guns of different calibres, and 2 eighteen pound carronades, manned with 104 men, 32 days out, during which time he had only captured one American ship, the Olive Branch, from Liverpool, bound to Norfolk, in Virginia, which was in company with the privateer; but as they stood on different courses on my chacing them, and from the length of time I was in chace, rendered it out of my power to retake her. I have the honour to be, &c.

R. G. MIDDLETON.

A List of Ships and Vessels captured and recaptured by his Majesty's Ship Flora, R. G. Middleton, Esq. Captain, between the 1st day of January and the 25th day of July, 1799.

The Prussian sloop Drie Vrienden, belonging to Embden, from Lisbon to Embden, captured by the Shark French privateer Jan. 3, recaptured Jan 25.

The English brig Nymph, belonging to Liverpool, from Demerary to Liverpool; captured by L'Intrepide French privateer, recaptured Jan. 16.

The American ship Six Sisters, belonging to Wiscasset, from Wiscasset, Massachusetts, to Liverpool; captured by L'Intrepide Jan. 4, recaptured Jan. 17.

The French ship privateer L'Intrepide, belonging to Bourdeaux, of 20 guns, 157 men, and 220 tons from a cruise; captured Jan. 27.

The French brig privateer L'Aventure, belonging to Bourdeaux, of 14 guns, 105 men, and 180 tons, on a cruise; captured Feb. 15.

The English brig Chateau Margo, belonging to Limerick, from Oporto to Limerick; captured by San Antonio Spanish privateer, recaptured Feb. 27.

The Spanish lugger privateer Nostra del Carmen, alias Diligent; belonging to Bayonne, of 2 guns, 21 men, and 15 tons burthen, on a cruise.

The French ship L'Aurore, belonging to Bourdeaux, of 8 guns, 33 men, and 160 tons, from St. Domingo to Bourdeaux; captured April 16.

The French schooner privateer Le Legere, belonging to Bayonne, of 14 guns, 44 men, and 85 tons, from Vigo on a cruise; captured April 19.

The English snow Penelope, belonging to Falmouth, from Falmouth to Lisbon; captured by L'Espion privateer, recaptured April 26.

The English ship Fancy, belonging to London, from Leghorn to London, captured by Le Determiné and Le Grand Decidé, recaptured June 24.

The English Polacre ship Nelson, belonging to London, from Sicily to London; captured by Le Determiné and Le Grand Decidé about June.

The French brig Le Hazard, belonging to St. Domingo, from St. Domingo to Bourdeaux; captured July 2d.

The French brig privateer Rhuiter, belonging to Bourdeaux, of 16 guns, 104 men, and 150 tons on a cruise; captured July 25.

ADMIRALTY-OFFICE, SEPT. 17.

Copy of a Letter from Vice Admiral Mitchell to Evan Nepean, Esq. dated on board the Isis, in the Mars. Disp. Sept. 4, 1799.

SIR,

By Lieutenant Gibbons, of his Majesty's ship Isis, I have the honour to present to my Lords Commissioners of the Admiralty, Admiral Story's flag and the colours of the Batavian Republic, being the first fruits of my endeavours in the discharge of the duties for which their Lordships have been pleased to confide in me. Lieut. Gibbons having been unremittingly employed in the arranging the signals for the convoys, transports, cutters, &c. till the present time, he is most justly entitled to my warmest regard and esteem; I therefore beg leave to recommend him to their Lordships' notice. I have been a great deal employed in the disposal of the Dutch Officers on their parole, a business in which I had to pay regard to the wishes of many whom I found entitled to some consideration; I have not therefore yet been able to finish that business, which obliges me to defer giving their Lordships an account thereof until my next letter. I have the honour to be, &c.

A. MITCHELL.

Copy of a Letter from Admiral Sir Hyde Parker, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to Mr. Nepean, dated Port Royal Harbour, Jamaica, Aug. 3, 1799.

SIR,

I herewith transmit you, for the information of the Right Hon. the Lords Commissioners of the Admiralty, a List of Vessels captured by the boats and tender of his Majesty's ship Abergavenny, up to this day; also a Copy of a Letter from Captain Allen, of his Majesty's sloop Echo, stating the capture of L'Amazon French ship letter of marque, of 10 six-pounders and 60 men, with a cargo of coffee, which you will be pleased to lay before their Lordships. I am, &c.

H. PARKER.

A List of Vessels taken, &c by the Tender and Boats of his Majesty's Ship Abergavenny.

San Joseph merchant ship (in ballast), belonging to Genoa, taken by the launch the 18th of November, 1798, off Portland Point, Jamaica.

Louisa merchant schooner, laden with staves and heading, under Danish colours, French property, by the launch the 14th of February, 1799, in Cow-Bay, Jamaica.

Candelacia Spanish merchant schooner, laden with dollars, taken by the launch the 9th of March, 1799, to the westward of Cow-Bay.

Rosetta Spanish merchant sloop, laden with mules, taken by the tender, 28th March, in Cow-Bay.

Polly merchant sloop, Swedish colours, Dutch property, laden with mules, taken by the tender 28th of March, off White Horses.

Mid Bergen merchant ship, Swedish colours, Dutch property, in ballast, taken by the yawl 22d of May, off Helshire Point.

San Joseph Spanish merchant schooner, laden with sugar, taken by the tender 6th of June, off Trinidad, Cuba

La Fortunée French schooner, rigged boat, laden with 24,000 dollars, taken by the tender 25th of June, off St. Jago de Cuba.

A Spanish merchant sloop, name unknown, laden with mahogany and fustick, taken by the tender 22d of July, off Point Abaco, St. Domingo.

A French armed schooner, name unknown, 50 men, destroyed by the tender 22d of July, off the Isle of Ash.

Hebe merchant schooner, under Danish colours, laden with dry goods and provisions, taken by the tender 23d of July, off Point Abaco.

Olive merchant schooner, under Danish colours, laden with dry goods and provisions, taken by the tender 24th of July, off Point Abaco.

Del Nordische Lew merchant ship, under Danish colours, laden with sail cloth, dry goods, and provisions, taken by the tender 27th of July, off the Isle of Ash.

(Signed) S. P. FORSTER.

SIR, *Echo, Port Royal Harbour, Jamaica, 29th July, 1799.*

I beg leave to inform you, by an order from Captain Smith, commanding his Majesty's ship Hannibal, and Senior Officer of a squadron cruising off Havanna, dated May 14, 1799, I proceeded to New Providence; and having completed the Echo's provisions and water, I made the best of my way to join the squadron between the Colorados and the Dry Tortugas by the above order; I remained there till the 3d of this month, without meeting the squadron, on which day, early in the morning, I saw three sail; the largest appearing the most suspicious, I immediately chased; at seven P. M. she hoisted French national colours, and fired a shot; at half past nine, being close up with her, and having returned a few shot for her broadside, she struck, and proved to be L'Amazon French ship letter of marque, from Jacquemel, to St. Domingo, bound to Bourdeaux, mounting 10 six-pounders and 60 men, cargo coffee. On exchanging prisoners, finding her people very sickly, with the advice of my Officers, I put them into an empty Spanish sloop I had taken a few days before, and sent them for the nearest Spanish port. The Echo's sails and rigging wanting a complete overhaul, and not having seen the squadron, I thought it best to accompany the prize into port, which I hope will meet your approbation. I remain, Sir, &c.

JOHN ALLEN.

High Court of Admiralty.

BEFORE SIR WILLIAM SCOTT, JUDGE, LORD ELDON, AND SIR ALLAN CHAMBRE.

OLD BAILEY, DEC. 20.

JEAN PREVOT,

A French boy, apparently not more than seventeen or eighteen years of age, was indicted, for that he, on the 1st day of *August*, 1797, on the high seas, within the jurisdiction of the *Admiralty of England*, feloniously, and of his malice aforethought, did kill and murder JAMES WILCOX, Captain of the *Lady Jane Shore*.—Upon the prisoner's being put to the bar, he desired, through the medium of a French interpreter, that his jury might be composed of half Foreigners and half Englishmen.

The request had been anticipated, and a sufficient number of foreigners summoned; but when their names were called over, few of them appeared: the Court was kept waiting near two hours, and messengers were sent to their respective houses; but some of them were in the country, and others returned for answer they were unwell.

Lord ELDON was extremely angry, and intimated his determination to teach those foreigners who were summoned upon juries, and refused or neglected to attend, that the laws of the country were sufficiently competent to punish them. He wished to have it understood, that persons so conducting themselves were liable to a further punishment than merely having a fine imposed upon them; and he observed, that if ever he witnessed in future a similar instance of contumacy to the courts of justice of the country, he would punish the persons so offending with imprisonment as well as fine.

After a considerable time had elapsed, six foreigners were obtained, and the jury, constituted agreeable to the prisoner's wish, was impannelled.

Dr. NICHOLLS, the King's Advocate, after some introductory observations upon the heinousness of the crime of murder, briefly stated the circumstances which were afterwards detailed by the witnesses.

Mr. MINCHIN said, he was on board the Lady Jane Shore on the 1st of August 1797. It was a transport ship bound to *New South Wales* with convicts and troops; he commanded the troops; the deceased was captain of the ship, and the prisoner was one of the mariners; he remembered the mutiny, which broke out on the 1st of August, when they were off *Cape Friol*, on the coast of America. It was about four o'clock in the morning, and he was in bed; he heard a noise on the deck, upon which he got up and went toward the hatchway, where he found Captain Wilcox lying at the bottom of the ladder bleeding; he took him up and put him into his birth, where he died the next night; the deceased was perfectly sensible the wounds he had received were mortal, and that his dissolution was approaching. The witness asked the deceased how he had got his wounds? He told him, that hearing a noise he ran out of his cabin to the hatchway in a hurry, and felt himself pricked with a bayonet; he was then coming to the witness's birth to alarm him, when Prevot met him and stabbed him; he had two wounds, one in the neck, which was an inch wide, and three inches deep; and another in the left breast, an inch wide, and four inches deep: the former seemed to have been done with a knife, and the latter with a bayonet. The prisoner was the first of the mutineers the witness saw; he stood centinel over the hatchway with a brace of pistols slung at his breast, and a bandage in his hand, and he remarked that he had the Captain's hat on. The officers were confined to their cabins. When the Captain died, he was hauled out of the cabin window. The mutineers kept possession of the ship fifteen days, and he understood the prisoner had boasted this was not the first

mutiny in which he had been engaged, or the first man he had killed. The witness and the rest of the officers were afterwards put into the ship's long-boat, and landed at *Port St. Pietre*, on the coast of Brazil. The prisoner, throughout the mutiny, was one of the most active of those engaged in it.

Mr. FRENCH said, the Lady Shore was proceeding to Rio Janeiro, and at the time mentioned by the last witness, he heard a shot and went to the hatchway; he was stopped by three men armed, and ordered back again. It was at this time quite dark. As soon as it was light, he observed the prisoner standing sentry over a gun which was pointed down the hatchway, and, as he understood, loaded with broken bottles. The witness also conversed with the Captain, who told him he had been stabbed by French Jack, meaning the prisoner, who commonly went by that name.

Lieutenant WILLIAM FRASER corroborated the above testimony in every respect.

FRANCES HUGHES, the wife of a sergeant on body the Lady Shore, deposed to the prisoner's boasting among his comrades, that he had finished the b——, meaning the Captain.

Mr. MINCHIN was again called, and stated, that the prisoner voluntarily hired himself at Falmouth as a mariner to navigate the ship.

The prisoner in his defence said, he had been compelled to take part in the mutiny, and that he was entirely innocent of the murder of the Captain.

Lord ELDON summed up the evidence with the utmost precision and impartiality; and the jury, after a few minutes consultation, pronounced the prisoner —*Guilty*.

Sir WILLIAM SCOTT immediately ordered the prisoner to be executed on Monday, and his body to be afterwards anatomized.

The prisoner seemed wholly to disregard the sentence, and laughed in the face of the Court as soon as it was pronounced.

FRANCIS ANTOINE SAUVAJOT

Was indicted for the wilful murder of FRANCOIS METTAUX. —

It appeared from the evidence, that the deceased and the prisoner were both French prisoners on board the East India Company's ship *Triton*; that in September last, the prisoner had a quarrel with a black boy, called Francis Acquet, whom he charged with having moved his hammock and a tarpaulin. The deceased interfered in behalf of the Black, and a violent altercation and scuffle ensued, in which the deceased got hold of the prisoner's hair, who, while so held, gave the deceased a violent blow in the belly with a knife, which he had just before been using about his hammock, and which blow made so deep a wound as to be the occasion of his death.

The prisoner did not deny the transaction, but in his defence endeavoured to throw the blame on the deceased, who, he said, aggravated him, by ill usage, into such a passion, that he knew not what he did; that he was first assaulted by the deceased; and that he had not the smallest intention of being the cause of his death.

The learned Judge did not think, even by the evidence against the prisoner, that he could justly be convicted of murder: in his opinion, the crime went not beyond that of *Manslaughter*; with which the jury agreeing, of that they pronounced him—*Guilty*.

PETER ENNIS AND JAMES BROTHERS

Were brought to the bar, in order that the Court might decide on their cases. The former of these prisoners had been an officer, and the latter a private, in the Caithness Legion. In May last they were tried for the murder of a French prisoner on board a transport containing several French prisoners. Mr. Ennis had commanded the military on board that vessel, and claimed the right of commanding the vessel altogether. By his orders the prisoner Brothers shot the Frenchman, because he had been the ringleader in a mutiny; but that shooting took place at the time when the mutiny was totally quelled, and while the deceased Frenchman was confined on the deck.

The jury before whom these two prisoners were tried, found a special verdict, by the direction of Mr Justice BULLER, who then said, he could not give an opinion on the law of a case which could only be decided by the civil law.

The Court was of opinion, that the case must be decided by the Twelve Judges. The prisoners were accordingly remanded.

The Attorney-General moved to put off the trials of THOMAS POTTER, WILLIAM SEARLE, and THOMAS BENTHAM, who stood indicted for the wilful murder of HUMPHERY GLYNN, a seaman, belonging to the *Hind* revenue cutter, while he with others were approaching, in a row-boat, a smuggling vessel, called the *Lottery*, on board of which the prisoners had acted as seamen. It appeared that a person named Roger Toms had been on board the smuggler at the time the murder took place, which was in September 1798; that when the smuggler was taken in the May following, this Toms made oath before a magistrate, that the prisoner Potter was the person who fired the shot which killed Glynn, and that the other two were aiding and assisting him. The magistrate suffered this man to be at large; he was afterwards seen in company with twenty men; but whether he voluntarily absconded, or was forced away by them, was not certain. The fact, however, was, that he could not be found, and it was supposed that he was kept as a prisoner in a cave by smugglers, on the coast of Cornwall, for the purpose of preventing him from appearing as a witness against the prisoners at the bar. Inasmuch, therefore, as the present prosecution could not be carried on without the evidence of Roger Toms, it was required of the Court to put off this trial, in order to give further opportunities to search after him.

Lord ELDON observed, that public justice required that sufficient opportunity should be given to find out this witness.

Mr. Baron CHAMBRE was of the same opinion.

DECEMBER 21.

JOHN ROACH, THOMAS SCULLION, JOHN QUIN, AND EDWARD COTELYN,

Were indicted for Felony and Piracy. The indictment was laid in seven counts, all of which went to charge them with aiding and abetting the King's enemies, and with entering on board a French privateer, called the Indefatigable, in order to cruise and fight against the King's subjects and their property, they being natives of Ireland, and subjects of the King.

It appeared in the course of the trial, that these men were taken on board the Indefatigable French privateer, by his Majesty's ship the Ethalion, after a considerable chace, in which several guns were fired by the privateer at the Ethalion; that they then acknowledged themselves to be Irishmen: they were examined, and all told the same story, that they had been captured on board different merchant ships: that they had been sent into the interior of France; had undergone a severe confinement; had been very ill used; had, with about four or five hundred others, been marched down to Nantz on their rout for Brest, to be sent on an expedition with some French troops against Ireland; that they made their escape at Nantz; had been reduced to enter on board the Indefatigable, by an assurance that she was a Prussian; that she was going to the West Indies, where they hoped to have made their escape, either to some British armed or merchant ship; that as soon as they discovered that the Indefatigable was a French privateer, they endeavoured to make their escape; that they had been put in irons because of their refusing to serve; that at one time they succeeded in getting away, but were taken nine miles up the country, and brought back by soldiers; that the Indefatigable only sailed the day before she was captured; that when she was pursued by the Ethalion, they went down into the hold, and would not fight; and that when she was captured, they came up immediately and surrendered themselves to the First Lieutenant of the Ethalion, who had been sent on board as prize-master.

This story, which they again told to the Court in their defence, was corroborated in some material points by the evidence of two of the French officers of the Indefatigable; and after a most impartial and excellent charge from Lord ELDON, the jury retired for a little, and brought in a verdict finding all the prisoners—*Not Guilty.*

JAMES THOMPSON

Was found guilty, for that he, being a natural born subject of this realm, was taken on board a French privateer in arms against his Majesty, and received judgment of death.

RICHARD BAILEY

Was convicted, for that he, on the 27th day of June last, having the command of a certain ship or vessel called the Langley Yacht, upon the high seas, within the jurisdiction of the Admiralty of England, about 150 leagues from the port of Falmouth, did feloniously, maliciously, and piratically shoot at Henry Truscott, with a certain iron cannon loaded with gunpowder, and divers iron shot, he being on board a certain other ship or vessel called the Admiral Nelson, with intent to kill the said Henry Truscott; but an objection in point of law taking place, his case was left to the opinion of the Twelve Judges.

FRANCIS ANTOINE SAUVAJOT, the man who was convicted of manslaughter on the 20th (and who is a prisoner of war), was ordered to be burnt in the hand; which sentence was inflicted before the Court.

The Session being then ended, the same was adjourned until the 9th day of January next, at Doctors Commons.

Naval Courts Martial,

FOR NOVEMBER AND DECEMBER.

PORTSMOUTH, NOVEMBER 4.

A COURT MARTIAL was held on board his Majesty's ship *Gladiator*, at Portsmouth, for the trial of Mr. DANIEL ROSS, Master of his Majesty's ship *Portland*, for disobedience of orders, neglect of duty, and contemptuous, reproachful, and threatening language to Mr. WILLIAM LONG, Master of his Majesty's ship *Prothee*.

MEMBERS OF THE COURT.

Admiral Sir RICHARD BICKERTON, Bart. President.

Capt. KEATS,	Capt. WELLS,
—— PURVIS,	—— ALMS,
—— PICKMORE,	—— BOYLES,
—— Sir H. NEALE,	—— WHITBY,
—— ELPHINSTONE,	—— DURHAM,
—— HALL,	—— BARTON.

M. GREETHAM, Esq. Judge Advocate.

After going through the evidence, the Court were of opinion, that the charges had been in part proved against the said Daniel Ross, and did adjudge him to be dismissed from the office of Master of the said ship.

20. Pursuant to an order from the Lords Commissioners of the Admiralty, a Court Martial was held on board his Majesty's ship *Gladiator*, at Portsmouth, for the trial of Mr. PROSE, Carpenter of the *Atalante*, for disobedience and neglect of duty.

The prisoner was found guilty; and sentenced by the Court to be dismissed from his situation as Carpenter of the Atalante, and to serve in such other station as the Commander in Chief of the Port should direct.

On the same day a Court Martial was also held on board the same ship, for the trial of Mr. Elliott, Gunner of the *Atalante*, for drunkenness, when officer of the watch, and getting drunk with the seamen in his cabin. He was found guilty, and sentenced by the Court to be dismissed from his situation as Gunner of the Atalante, rendered incapable of ever serving as an Officer, and to serve in such other station as the Commander in Chief of the Port should direct.

25. A Court Martial was held on board his Majesty's ship *Overyssel*, on Captain Rose, of *L'Espion* frigate, lost on the Goodwin Sands. The decision of the Court was, that the Pilot be imprisoned six months and a day, and be rendered incapable of taking charge of any of his Majesty's ships for the time to come; that the Master be suspended; and that Captain Rose, his other Officers and crew, be honourably acquitted.

December 4. Pursuant to an order from the Lords Commissioners of the Admiralty, a Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour.

MEMBERS OF THE COURT.

Rear Admiral Sir Charles Cotton, Bart. President.

Rear Admiral Sir R. Bickerton, Bart.	Capt. Totty,
Capt. Wells,	—— Purvis,
—— Sutton,	—— Stirling,
—— Fancourt,	—— Pickmore,
—— Foley,	—— Reynolds,
—— Boyles,	—— Riou.

M. Greetham, Esq. Judge Advocate.

The circumstances were respecting Lieutenants John M'Kenzie, commanding his Majesty's prison-ship *Prothee*, and John Lowe, commanding his Majesty's prison ship *San Damaso*, as stated in the Report of Captains J. C. Purvis, T. Pickmore, and J. Mulock, in consequence of a representation made by Mr. Daniel Ross, late Master of his Majesty's prison-ship *Portland*, in a letter dated the 3d instant, of certain irregularities on board the prison-ships in Portchester Lake; viz. that they had made particular enquiry into the circumstances set forth in Mr. Ross's said letter, and were informed, that with respect to spirits and other articles sold in the Prothee, small quantities of the former had at times been brought for the French Officers; that strong beer was brought on board in casks, four and six at a time, of eighteen gallons, and permitted to be sold by Frenchmen, and people of the ship, to the prisoners; that they had in general paid Lieutenant M'Kenzie for the said beer at one shilling per gallon, he paying the brewers for the whole; and the persons who sold it to the prisoners in the Prothee charging four-pence per quart; but that they were not able to find out whether Lieutenant M'Kenzie had any benefit arising therefrom.

That, in their enquiry on board the *San Damaso*, they were informed that Beer had been brought on board that ship in 18 gallon casks, three or four at a time, and had been sold to the prisoners by Sergeant Burke's wife, of the Marines, and by Lieutenant Lowe's direction, at five-pence per quart; that the prisoners complained of paying too much for it, and the Lieutenant directed it to be sold at four-pence; that there was on board a shop for selling vegetables, &c. to the prisoners, and that Lieutenant Lowe had prevented a competition, because it would spoil the profit of it; and that several of the persons examined were of opinion that the Lieutenant received benefit from the sale of the articles above mentioned.

Evidence being examined on the part of the prosecution, as well as in defence of Lieutenant M'Kenzie,

The Court agreed that the charge had not been proved against the said Lieutenant M'Kenzie, but appeared to be malicious and ill-founded, and did adjudge him to be acquitted.

That the charge had been in part proved against the said Lieutenant Lowe, and adjudged him only to be severely reprimanded and admonished not to suffer beer or other articles to be sold on board by or for the benefit of any of the officers.

Among the numerous Courts Martial we have attended, we do not recollect the sentence of any one that excited more pleasure than that passed on the above trial. The instant the Court so fully and honourably acquitted Lieut. M'Kenzie, of charges they justly styled "ill-founded and malicious," the face of every auditor, except that of the prosecutor, expressed the smile of approbation, at seeing such an evidently unprovoked prosecution defeated in its malignity. We were also much gratified to hear, that the Court means to report the reprehensive conduct of the prosecutor to the Admiralty; for, independent of the above malevolence, we never beheld a Court evince such an indignant forbearance, where so much contempt and effrontery demanded animadversion, and even punishment.

6. A Court Martial was held on board the *Gladiator*, for the trial of JOHN SHEA, a seamen, belonging to his Majesty's ship *Hindostan*, for desertion.—The prisoner was found guilty, and sentenced to be mulcted of his pay, and to receive fifty lashes.

The same day a Court Martial was also held on board the same ship, at which Rear Admiral Sir RICHARD BICKERTON, Bart. presided, on Lieutenant JOHN HORRODEN, of his Majesty's ship *Amazon*, for drunkenness. The charge being in part proved, he was adjudged to be dismissed from his ship, and deprived of ten years of his rank on the list of Lieutenants.

SHEERNESS, NOV. 1.

At a Court Martial assembled and held on board his Majesty's ship *Expedition*, in Sheerness Harbour, on Friday November 1, 1799, in pursuance of an order from the Commissioners for executing the Office of Lord High Admiral of Great Britain and Ireland:

PRESENT,

GEORGE LUMSDAINE, Esq. Captain of his Majesty's Ship *Polyphemus*, and Second Officer in the command of his Majesty's Ships and Vessels in the river Medway and at the Buoy of the Nore, President;

CAPTAINS,

EDW. JAS. FOOTE,	JOHN COOKE,
STEPH. GEO. CHURCH,	GEO. PARKER,
JAMES BOWEN,	WM. LUKIN,
GEO. EYRE,	JAMES BRADLEY,
WM. OGILVIE,	And JAMES KEITH SHEPHARD.

JAMES BAIKIE, Officiating Judge Advocate.

The Court being duly sworn, proceeded to enquire into the cause and circumstances of the loss of his Majesty's Ship *Blanche*, and try Captain JOHN AYSCOUGH, his Officers, and Ship's Company, for their conduct on that occasion; and having heard read Captain Ayscough's narrative of the same, as set forth in his Letter to Captain John Lawford, of his Majesty's Ship Romney, as also what he had further to state, and examined the evidence produced in support of the same; the Court is of opinion, that the ship was run on shore through the entire fault of the Pilot; that very peculiar exertions were made, and professional skill shewn, by the Captain, Officers, and company of the Blanche to get her off, and afterwards to save the lives of the people and the stores, which redounds greatly to their credit: they do therefore most honourably acquit Captain Ayscough, the Officers and crew of the late Blanche; and they are hereby so acquitted accordingly.

SIR, *His Majesty's Ship Blanche, New Diep, Sept. 29, 1799.*

IT is with great concern I have to state to you, that, agreeable to your orders, I got under weigh from the Mars Diep on the 27th instant, at one o'clock P. M. making several signals for the convoy to follow me, the wind then being at S. E. At 4 P. M. the Pilot, who had the charge and direction of the ship, got her on shore on the Middle in the Sculp Gat; we very shortly got her off, but at 6 we got on shore again, Kyck Duyn bearing S. S. E. about two miles: I then made the signal for having struck on a shoal, and repeated it several times. It being the top of high water, and finding it impossible to get her off, I struck lower yards and

top-gallant masts, started all the water but the ground tier, and got a stream anchor out ready to heave her off when the flood made, which we succeeded in about 10 o'clock A. M. on the 28th, and came to with the small bower in four fathoms; at 5 in the morning we attempted to weigh, but the wind had shifted to S. W. and blew so strong that it was impossible, therefore we cut the cable, made sail, and steered the course the Pilot directed, which very shortly brought us up upon Dalrymple shoal; the Black Buoy bearing S. by W. one cable length. I then made the signal for boats with anchors and hawsers, likewise for schuits, it being my intention to get the guns and all the heavy things into them; but these plans were frustrated by the gale increasing, so much so that it was scarcely possible to stand the deck, the sea breaking over us on every side, and the ship having so much motion. About 11 o'clock I cut away my main-mast; and a little after, the ship broaching to, I cut away my mizen-mast, and rigged two boat-sails on the poop, to endeavour to steer her, having previously to this lost my rudder, and nothing left to steer the ship in case she drifted over the shoal. I continued repeating the signal for assistance, until I saw that none could be afforded; several boats being overset, and many lives lost in attempting it. By this time the ship making three inches of water every minute, and gaining very fast upon us, the Officers and men almost ready to drop with fatigue, about 4 o'clock P. M on the 28th, she drifted off the shoal, having only the fore-mast standing, and the water in the cable-tiers, I thought the only chance I had to save the ship's company's lives was to run her on shore; which I fortunately succeeded in, by backing and filling with the foresail and two boats sails abaft, the fore-yard being lowered down almost to the gunwale. We hove every thing overboard we could to lighten the ship excepting the guns, there being only eight and ten feet water alongside, and the ship's draught 17 feet 3 inches, they would have gone into her bottom, and nothing could have saved the people's lives.

I beg leave to observe, that the Blanche is now alongside the Mould Head in the New Diep; from her being bilged her stern-frame shook to pieces, and the water upon the main deck, together with a number of other defects, I almost despair of her ever being put in condition to be be sent home, and scarcely to be removed from where she is, as you will more fully observe from the Carpenter's report, which accompanies this.

Although the utmost endeavours of those who were sent to my assistance could avail nothing, so far as regarded the saving of the ship, yet I must speak of them with equal gratitude and regret: the Dortrecht's launch was overset, the Gunner and six men drowned, Mr Davison, Master of the Romney, who had got on board, persevered in sounding a-head in the Blanche's boat until she overset, and it was with much hazard and difficulty that the people were saved; Mr Hodgson, Master, and Mr. Corney, Gunner of the Savage, were very active and enterprizing, as well in lightening the ship as in their efforts to save the people who were overset. I am, Sir, &c.

JOHN AYSCOUGH.

John Lawford, Esq.
Captain of his Majesty's Ship Romney.

The Master of the Growler gun-vessel, captured some time since by two French row-boats under Dungeness, has been honourably acquitted by a Court Martial, held on board the *Majestic* in the Downs.

A Court Martial was held on the 25th instant at Sheerness, on board the *Sea-Horse*, upon GARRET ANDREW FAUCH, a Seaman belonging to the *Pylades*.

Being found guilty of the charge of having, in the absence of the best men of the company, who were employed against the enemy on shore, of exciting some Dutch prisoners on board to rise and take possession of the ship, then lying in Sheermonikoog, he was sentenced to *Death*. The trial continued three hours.—The prisoner is a Dutchman, and has been five years in our service.

MONTHLY REGISTER

OF

Naval Events.

NOTICE TO MARINERS.

THE Light House erected on the Island of Anholt, being one hundred and twelve feet above the surface of the water, so that the fire on it, on account of its extraordinary height, often misleads mariners in point of distance; measures have been taken for placing a lanthorn, at about half the height of the above-mentioned, on the east side of the Light House, facing the Flat, and Point of Knoben, which may also be seen from a southern and northern direction; but to ships coming from a western direction it will not be visible, being covered by the Light House. This lanthorn fire will be lighted for the first time on the 1st of January 1800, from which time it will be continued every night in addition to the former light.

On the 3d of October, Mr. Hotchkiss, a Lieutenant in the Navy, obtained letters patent for a new mechanical power for raising weights, anchors, &c.

Mr. Hotchkiss describes his power as acting on the principle of the screw, put in motion and inverted by means of a lever.

In practice he exemplifies in an upright shaft, the lower end of which is made thicker than the upper end. A lever or power is then to be applied to the thicker part, and the two ends of the rope to which the weight is affixed, are made to turn in opposite directions upon the thicker and thinner ends of the upright shaft. The weight is thus made to assist in raising itself by its own action, in the smaller part of the shaft, and the power required may be diminished in the proportion in which the diameters of the two ends of the shaft approximate.

He gives another instance of its more useful application, by two parallel cylinders of unequal diameters; one of which is turned by a windlass or other power, and this turns the other cylinder, by means of toothed or cogged wheels of equal diameters. The increase of power is great, and is determined by the difference of the diameters of the cylinders, and by their approximation in size.

This appears to be a very interesting and useful invention; but as it is difficult to describe a mechanical apparatus without the use of plates, we would refer those of our readers who wish for further information to the specification itself, as it is enrolled at the proper office.

The Board of Health are now busily employed on the bill for reducing the time of quarantine, by adopting floating lazarettos. Mr. Sadler, of the Admiralty, has been frequently examined respecting the best method of purifying ships arriving from contagious climates.

COURT OF KING'S BENCH, Nov. 23.

CAPTAIN HARE of the Navy attended to receive the judgment of the Court, for having sent a challenge to Mr. Kendrick, a gentleman in Wales.

It appeared from Captain Hare's affidavit, that he lived at Bathsfarn Park, where he had a deputation of game-keeper; that he had given the most indulgent liberty to this gentleman to hunt and shoot, which he had abused by breaking down the hedges of the tenants, who complained to Captain Hare on the subject, which led him to speak to Mr. Kendrick on the subject; words arose, and Mr. Kendrick told Captain Hare that he would hear from him, which produced the challenge for which he was tried and convicted.

Mr. Erskine addressed the Court as follows:

MY LORD,

There is a material omission in the affidavit which has been read to the Court. The defendant, from that modesty which is the inseparable companion

of extraordinary merit, has contented himself with telling your Lordship, in general terms, that he is a Captain in the Navy on the half-pay. It has been left to me, unfortunately, who know what belongs to him, more particularly to describe him; I say unfortunately, because I am quite overpowered and disabled by my own sensations, when I reflect that the honour and safety of a brave and glorious British seaman is committed to my care and protection. I will tell you, however, my Lords, as well as I am able, who this gentleman is, whom the prosecutor so coolly proposed to have *horsewhipped*, and who so *intrepidly* brings him here for judgment. He has served in the Navy from his earliest youth, and has maintained the prosperity and glory of his country in fifteen battles. He was First Lieutenant to the Admiral in the Mediterranean when Toulon was besieged, and was appointed to the command of the Vulcan (fire-ship), employed in the destruction of the arsenals of France. Your Lordships know that the service of a fire-ship is always a service of danger, and that the Captain stands pre-eminent in peril as in station. He is the last who leaves the ship, and the success of the adventure frequently depends upon how late he leaves it, and the certainty of the explosion from the fire which is to produce it. He remained till the latest moment, and to secure the train against extinguishment, fired a pistol into the tube. At the same instant he was thrown up into the air like a shell from a mortar, and fell senseless into the sea, at a vast distance from his ship. The consequences your Lordships can but too easily anticipate. No greatness or fortitude of mind can exempt the body from the ordinary sufferings of human nature. His frame was shook to pieces, his nerves became unstrung and shattered, and disabled from further service by his fearless exertions; he is retired into the country with a small pension bestowed on him by the bounty of the King; small it must be, for what fund can adequately spread itself over that wide extended field of merit and glory which is crowded with the heroes of the British Navy? I can well observe how your Lordships are affected, and I believe that one common sensation pervades the mind of every man within the reach of what has been transacting in Court. Upon the case itself I will not make a single observation.

Mr. Justice GROSE—"James Hare, this Court doth order and adjudge, that you pay a fine of One Shilling, and that you enter into your own recognizance in 100*l.* for keeping the peace for the space of five years."

Lord Kenyon said, that though the highest merit could not exempt any person from the censure of the law, he was glad that the evidence of the transaction enabled them to pronounce a nominal judgment upon so meritorious an officer.

COURT OF KING'S BENCH, GUILDHALL, Dec. 19.

Before Lord KENYON *and a Special Jury.*

COLLETT AND ANOTHER v. LORD KEITH.

Mr. Erskine stated, that the plaintiffs in this cause were subjects of the United States of America, and were owners of a vessel called the Argonaut, which had been illegally seized, and detained by the defendant, who was at the time Commander of the British Naval Force at the Cape of Good Hope. The Argonaut had been fitted out by the plaintiffs, in consequence of the treaty concluded between this country and America, for a voyage to the East Indies. She sailed with a valuable cargo on board, and when she was about to put into the Cape of Good Hope, which place was then invested by the British force, she was detained by Lord Keith on a suspicion that her object was to communicate intelligence to the enemy. This detention was however soon taken off, but the Argonaut was detained on a new ground, that of being an illicit trader, and sent into Simon's Bay, where she run ashore, and was wrecked with the whole of her cargo. It has been said in a former action, which had been brought against the underwriters on the Argonaut, in which the plaintiffs were nonsuited, that the loss of the Argonaut was owing to the negligence of the plaintiff Collett, who, had he applied to Lord Keith for an anchor and cable in a proper manner, would have had the means of effectually securing the vessel; but the fact was, that Collett conceiving himself improperly detained, and his

rights violated, suffered Lord Keith to act at his peril. Upon the former action against the Underwriters, Lord Keith had been examined, and it would appear from that examination that he had detained the ship as an illicit trader, whereas he would prove that she was engaged in a very fair trade.

Lord Keith's evidence was produced, and read from Mr. GURNEY's notes, but all that it proved was, that he had detained the Argonaut, at first, as well as every other vessel at the Cape; that afterwards her papers had been examined, and she had been libelled by the Court appointed for the purpose, with which he did not nor could not interfere, and that she was lost from the Plaintiff's negligence.

Lord KENYON said, that there was no pretence for this action. It appeared clearly from the evidence which Lord Keith had given, that the Argonaut was detained legally by the laws and regular Courts at the Cape of Good Hope, to which the Plaintiff, while he was there, was bound to conform. Verdict for the Defendant.

PLYMOUTH REPORT,

FROM NOVEMBER 21 TO DECEMBER 24.

Nov. 22. Wind E. Cloudy. Vice Admiral Sir T. Paisley, Bart. at this port, appointed the Plymouth lugger, Lieut. Elliot, to convoy the transports with Russian troops to Guernsey. Sailed for her station off the coast of France the Spitfire, of 20 guns, Capt Seymour. Arrived off the Sound, at 2 P. M. and lay to, the St. Florenzo, of 44 guns, full of signals for all outward-bound vessels to make sail and join the Straits, West India, and Lisbon convoys, then off this port; several vessels joined their respective convoys under care of the Queen Charlotte, of 110 guns; Sans Pareil, 84; Tisiphone, 18; and Fairy, 18; and proceeded down Channel with a fine wind blowing at E. Sailed two cartels for Morlaix, with 950 French prisoners on board, part of the 8000 of the convention of his Royal Highness the Duke of York and General Brune. Went up the harbour the Doris, of 44 guns, Lord Ranelagh, to refit her late damages.

23. Wind E. Cloudy. At eight o'clock A. M. three of Russell's waggons escorted by a party of the Somerset Provisional Cavalry, passed through the town with part of the Spanish treasure, for the Bank of England—the remainder is to be escorted through the town on Monday, in great style, by the Somerset Cavalry, the fortunate Captains, the Agents, Lieutenants, Midshipmen, and a portion of each ship's company.

24. Wind E. Cloudy. Arrived the Seagull, of 18 guns, from a cruise.

25. Wind E. Cloudy. This morning, at 10 A. M. a grand procession took place, from Russell's Warehouses in Pigmarket, through the streets of the town to the Seven Tons on the Exeter Road. The different waggons with the Spanish treasure (each having a British Jack, British Ensign, and British Pendant flying over the Spanish colours, were escorted in a grand style, attended by the fortunate Captains, Agents, Lieutenants, Masters, Midshipmen, Marines armed, and a body of Seamen armed with pikes; the Somerset Cavalry with sabres drawn, attended with their Trumpets sounding a charge, and the Band of the Plymouth Volunteers, playing *God save the King*—*Rule Britannia*, and other popular tunes. The windows were graced with Ladies, waving their handkerchiefs, and the streets thronged with hundreds of spectators, who all partook of the general joy, and cheered heartily as the waggons passed, which the honest tars returned as heartily. The whole was conducted with the greatest order and decorum.

26. Wind E. Cloudy. Arrived the Eurydice, of 24 guns, Captain Talbot, from Portsmouth, and Melampus, 36, Captain Moore, from a cruise. She is to take on board dollars, part of the treasure of the Spanish galleons, to the amount of 40,000l. said to pay the Russian and British troops in Guernsey and Jersey. Arrived Major-General Simcoe, who, by special commission from his

Majesty, is to take the command of all the forces in the Western District, *vice* Governor Lord G. Lennox and General Grenville, absent on leave. Arrived the Sea Margaritta, of 36 guns, from Sheerness, and the Nymph, 36, Captain Essnor, from a cruise. Arrived the Diamond, of 36 guns, Captain Griffith, from the coast of France.

27. Wind E. Fair. Arrived La Revanche French lugger privateer, from St. Maloes, of 2 swivels and 36 men; one of a numerous swarm of the same class which infest our coasting trade, prize to the Fanny hired cutter. Came in, from off Brest, the Suwarrow, of 18 guns, Lieut. Nicholson: she brought dispatches from Lord Bridport.

28. Wind E. Fair. Came in the Telegraph, of 16 guns, Lieut. Corsellis, with the De Boat, of Pillau, for Altona, with cotton, detained by the Telegraph; also arrived the Indefatigable, of 44 guns, Captain Curzon, from a cruise. By letters from Salcombe it appears, that the John and Grace sloop for Plymouth, was taken by a French row-boat privateer, and gallantly retaken by the Sea Fencibles from Salcombe.

29. Wind E. Fair.

30. Wind E. Sailed last night a cutter with dispatches for Lord Bridport. Sailed, on a cruise, the Amethyst, of 32 guns, Captain Cole; the Nicampus, 36, Capt. Moore, for Portsmouth; the Seagull, 18, Captain Way, for Jersey; and the Spider schooner, Lieut. Harrison, to the westward.

Dec. 1. Wind N. W. Rain. Sailed the London Packet, Lieut. Figen, with a convoy, for Milford Haven. Orders came this day to the Danish Consul at this port, F. Krogen, Esq. not to permit any Danish vessels in this port, or which may arrive here, to sail to any port in France till further orders, as there is every reason to apprehend a general embargo will take place in all the ports of that power.

2. Wind N. W. Fair, flying Clouds. Sailed the Santa Margaritta, of 36 guns, Captain G. Parker, and Endymion, 44, Captain Sir T. Williams, to the eastward; the former with 43,000l. in dollars, and the latter with a convoy. Sailed, with dispatches for Lord Bridport, off Brest, the Suwarrow schooner, Lieut. Nicholson.

3. Wind E. N. E. Cloudy. Arrived La Nereide, of 36 guns, Captain Watkins, from Falmouth.

4. Wind E. N. E. Fair. Arrived La Prevoyante, of 32 guns, Captain Seaters, from Quebec, with fur ships, after a passage of 38 days. Sailed the Hind cutter, Lieut. Bray, for Fowey.

5. Wind F. N. E. Showery. At 4 P. M. hove in sight, from the S. W. quarter, the Channel Fleet, Lord Bridport, but had made little way at sunset, owing to the wind blowing hard at E. N. E. Went into Dock the Spy, of 20 guns, Captain Grosvenor.

6. Wind N. Cloudy.

7. Wind E. Showery. Sailed the Ville de Paris, of 98 guns, Captain Bathurst; St. George, 98, Captain Edwards; Renown, 74, Rear Admiral Sir J. Warren. Arrived, from the Channel Fleet, Neptune, of 98 guns, Captain Vashon; Russell, 74, Captain H. Sawyer; Ruby, 64, Capt. A. H. Gardner; Swan and Joseph cutters, and Plymouth lugger. Also, from Jersey, the Santa Margaritta, of 36 guns, Captain Parker. Came in, the May, Grenuger, from Guernsey, for St. Thomas, retaken by the Suffisante, of 16 guns, Captain Whitman, a constitution cutter. Arrived the Speedwell schooner, of 16 guns, Lieut. Tomlinson, and the Valiant lugger, 14, with a beautiful French brig privateer, La Speculative, of 14 guns (brass) and 63 men; and a French lugger privateer, L'Esperance, of 10 guns and 24 men, captured, after a long chase, in the Channel.

8. Wind E. hard Rain.

9. Wind E. N. E. Rain.

10. Sailed on a cruise, for two months, to the westward, La Loire, of 48 guns, Captain Newman; La Nereide, 36, Captain Watkins. On examining the Canada, of 74 guns, Hon. Captain De Courcy, it was found that eight of her riders were perforated by rats, particularly round the balks, so that she must go into Dock. Arrived the Louisa, a brig, Lieut. Truscott, from Gibraltar, with dispatches. Arrived the Triumph, of 74 guns, Rear Admiral Collingwood, in Cawsand Bay. Came in the Cerberus, of 32 guns, Captain Macnamara, from the Bristol Channel.

11. Wind E. N. E. Fair. Yesterday and this day the agents to the hoshy frigates paid in advance to their crews 20,000l. — Went down into the sound, La Decade, 44 guns, Captain Wallis. Also the Immortalite, 44 guns, Captain Draper,

12. Wind E. N. E. Fair. Letters dated off the Havannah, Oct. 7th last, state, that in a six weeks cruise the Solebay, 32 guns, Captain Poyntz, cruising off that port, had captured nine rich Spanish prizes, one a letter of marque, with a valuable cargo of sundry merchandise, and a quantity of quicksilver. They had all arrived in different ports in the West Indies safe. Went up the harbour the Robuste, 74 guns, Captain Thornborough, to refit.

14. Wind E. Cold, a thick Fog. During the course of this week, the town has been full of merchants from London, Liverpool, Chester, Bristol, &c. to attend the immense prize sales of goods and ships captured by the fortunate Plymouth cruisers. Upwards of 100,000l. of property of the above description has been disposed of this week for exportation and home consumption. Government has purchased the hull of El Thetis, 40 guns, Spanish galleon frigate, for 1600l. exclusive of her apparel and tackle; Sta. Brigida, 36 guns, not being found fit for his Majesty's service, was purchased by private merchants for 1340l. exclusive of her apparel and tackle. Sailed the Ville de Paris, 98 guns, for Spithead. Also for Torbay, the Neptune, 98 guns, and St. George, 98.

15. Wind E. N. E. Cold and Dry. Came in from Ireland the Dictator, 64 guns, armed *en flute*, with the Royal Pembroke militia on board. She captured a rich prize on her passage, which is supposed to be gone for Lisbon.

16. Wind E. Fair and Frosty. Orders came down this day for the Lady Charlotte hired armed brig, Lieutenant T. Halliday, to get ready for foreign service.

17. Wind E. N. E. Dry and Frosty. This morning an inquisition was held by Mr. Whitford, coroner for Devon, at East Stonehouse, on the body of a marine soldier who hung himself when sentinel in the Marine Barracks. After the most minute investigation of the circumstances which led to this unhappy business, and there appearing no reason to suppose any mental derangement, the jury, after a most excellent charge from the chair, brought in a verdict of *felo de se*. His remains were interred in the cross roads of the parish, with a stake driven through his body. Arrived the Giraldina, May, from Guernsey, with wines, captured by a French privateer, and recaptured by the Suffisante, 16 guns, Captain Whitman.

18. Wind E. N. E. Hard Frost. Sailed for Brest the Active cartel, with 420 French prisoners, part of the convention prisoners of Holland to be returned to France. Sailed the Dasher, 18 guns, Captain Tobin, to the westward. Went into dock to be examined in her bottom, the Canada, 74 guns, Hon. M. De Courcay.

19. Wind E. N. E. Hard Frost. This day the Lipool Lent, or the Lent, was frozen over; and until the tide rose, and the ice broke, the boats of the Myrmidon could not row up for the surgeon who resideth there, a circumstance scarcely remembered in the hardest winter. Arrived from Stockholm, with tar for the Dock-yard, the Christiana, Fernholm; from the eastward, the Pelican sloop of war. The Lady Charlotte, Lieutenant Halliday, is countermanded for the straits.

20. Wind E. N. E. Hard Frost. Weather intensely severe. This morning an unfortunate sailor's girl, well dressed, was found frozen to death in a cart in dock; it is supposed she was intoxicated, and fell asleep. Mr. Whitford, coroner for the county, took an inquisition on the body: verdict, "*Died by the inclemency of the weather.*"

21. Wind E. N. E Hard Frost. Sailed the Chapman, 24 guns, Captain Keen, with a convoy for Liverpool. This day orders came down to the Mill Prison for the serving in provisions to the French prisoners to cease this day on account of the French Government, pursuant to Buonaparte's decree. Arrived B. Lane, Esq. agent to Mons. Vocher, the late contractor to the late French Executive Directory.

22. Wind E. N. E. Hard Frost. This day Mr. Alder, agent for Mr. Grant, the present contractor for beef and bread for the French prisoners, began serving in on the new contract with the British Government. Orders came down this day for the Decade, 44 guns, Captain Wallis, to victual for foreign service. Sailed the Constance, 18 guns, on a cruise.

23. Wind E. N. E. Hard Frost. Arrived the Penguin, 18 guns, from the Irish Channel; and the Clyde, 44, Captain Cunningham, from off Brest, which she left the 15th instant. Letters from the Ethalion, 38 guns, Captain Searle, dated the 14th instant, state, that the Clyde, Ethalion, Fishguard, and a cutter, had looked into the outer road of Brest, and there appeared ready for sea near fifty sail of all descriptions. The above frigates chased into Kediarne Bay, a coasting convoy of ten sail, which they hope to cut out. A French pilot was taken on board the Ethalion from a fishing boat, who informed Captain Searle, that the illumination on board the Spanish squadron in Brest Roads and the reason of their being dressed in colours, was in honour of the Virgin Mary. The Fowey cutter, Lieutenant Derby, joined the above squadron the 13th instant. Sailed the Lady Charlotte, Lieutenant Halliday, for Falmouth.

24. Wind E. N. E. Frosty. A meeting of the mayor and inhabitants was held at the Guildhall to take into consideration the necessities of the poor at this inclement season. A large subscription was entered into, and Messrs. Hayters and Robson, contractors for fresh beef for the Navy, through their agent Mr. Alder, offered in the most liberal manner to subscribe 50*l.* in cash towards this benevolent purpose, or give for three months certain per week, thirty bullock's heads, sixty kidnies, thirty livers, and thirty hearts, for the relief of the poor. The latter offer was accepted, and the thanks of the Meeting returned in the most handsome manner to Messrs. Hayters and Robson, and also to Mr. Alder, for their public spirit on this laudable occasion. Remain in Dock to repair, St. Joseph, 120 guns; Canada, 74; L'Embuscade, 44: Naiad, 38; Spy, 18. Went out of Dock, the Princess Royal, 98 guns; she is alongside the Jetty Head preparing for commission.

PORTSMOUTH REPORT,

FOR DECEMBER.

SATURDAY, NOVEMBER 30.

THIS day his Majesty's ship Goliath, of 74 guns, Captain Foley, lately returned from the Mediterranean, came into harbour to be paid off.

Dec. 1. Sailed the Cormorant, of 22 guns, Hon. Captain Boyle, with a store ship under convoy, for Gibraltar; the Camilla, Captain Larkan, on a cruise; and the Constance brig, with a convoy, for the Downs. Arrived, under command of Admiral Sir C. Cotton, Bart. his Majesty's ships Prince, Superbe, Pompee, and Agamemnon, from Lord Bridport's fleet, and the Rurus, from the Downs; also the Saturn, Captain Totty, from the Channel fleet, and Stately, Captain Scott, from Ireland.

2. Arrived the Amazon, Captain Rion, and Apollo, Captain Halkett, both large new frigates, from the eastward; also the Hind cutter, and his Majesty's ship Melampus, of 36 guns, from a cruise.

3. Arrived the Snake, 18 guns, Captain Lewis, from a cruise off Havre-de-Grace: and the Sophie, 18 guns, Captain Burdett, from Bilboa.

4. Arrived the Endymion, 44 guns, Captain Sir Thomas Williams, from a cruise; and Topaze, 38 guns, Captain Church, from the Downs. Captain Case, of the Antelope revenue cutter, has seized a vessel laden with near four hundred casks of spirits.

6. Sailed the Sophie, Captain Burdett, on a cruise; and the Rosticiffe, Lieutenant Donavan, with several Russian officers, and a convoy, for Germany. The Goliath, 74 guns, is paid off, and her crew turned over to the Royal William and Foisant.

7. Arrived the Adventure, 44 guns, Captain Mansel, from the Downs, with a convoy.

9. Admiral Sir Charles Cotton has struck his flag, and is gone on leave to town till his ship is refitted.

10. Arrived the Cormorant, 20 guns, Hon. C. Boyle, from a cruise.

11. The Melampus, 36 guns, Captain Moore, is come into harbour to refit.

13. Arrived the Ramillies, Captain Grindall, from the Channel fleet; Cynthia, Captain Malbon, from the Downs; Melpomene, Captain Sir Charles Hamilton, from a cruise on the coast of France.

14. Arrived the Royal George, 100 guns, Admiral Lord Bridport, Rear-Admiral Pole, Captain Domett; Venerable, 74, Sir W. G. Fairfax; Achilles, 74, Captain Murray; and Montague, 74, Captain Knight, from the Channel fleet.

15. Sailed the Alert cutter, Lieutenant Innes, with dispatches for the Chouans, which are to be landed on the coast of France.

16. Arrived the Hornet, 16 guns, Captain Nash, from the Downs.

18. Arrived the Champion, 24 guns, Captain Hammond, from the North Seas.

19. Sailed the Sensible, 36 guns, Captain Sauce; Ceres, 32, Captain Nicholas; and Niger, 32, Captain Apthorpe, with Russian troops, for Guernsey; the Discovery, 16, Captain Dick, with a convoy, for Jersey; and the Champion cutter, 6 guns, Captain Igglesdon, for St. Marcou.

21. This evening arrived the Nemesis, of 28 guns, Captain Baker, and the Atalante, 16, Captain Griffith, from a cruise.

24. Sailed the Roebuck for Guernsey, and the Beaver sloop for the Downs, with a fleet.

25. Sailed the Atalante sloop of war, Captain Griffith, on a cruise.

EAST-INDIA REPORT.

NOVEMBER—DECEMBER.

THE greatest success has attended the East India Company's shipping during the present war; only seven Ships being lost, and those of no considerable value. The Triton was taken by surprise in the Bay of Bengal, outward bound; the Pigot was, after some resistance, cut out of Bencoolen Roads, with only a trifling cargo on board; and the Princess Royal was also captured in India, as were the Raymond, and Woodcott; in Tellicherry Roads: to them may be added the loss of the Ocean off the island Celebes; and the Princess Amelia, which was lately burnt by accident at Calpee, making in the whole seven Ships, during seven years' hostilities.

The following are the number of ships allotted to each place in India this season:

Five to China direct; 3 to Coast and China; 1 St. Helena, Bencoolen, and China; 4 Bombay and China; 1 St. Helena and China; 2 Bengal direct; 3 Bengal and Bombay; 1 Bengal and Bencoolen.

Captain Henry Meriton, who was an Officer on board the Halsewell when she struck on the Bill of Portland in 1786, and unfortunately went to pieces, is appointed to command the Exeter, consigned to China direct.

Madras, July 13. On Thursday the 11th inst. anchored in the harbour the ship Baker, Capt. Guise, from Mocha, last from the Island of Perim; having left the former place on the 26th ult and the latter on the 29th ditto.

His Majesty's ships, Leopard, Commodore Blankett, Capt. Sarry; and Centurion, Capt. Rainier, sailed from Perim, on their return to Mocha, on the day the Baker took her departure for this place. The Princess Charlotte armed ship, Hercules, Jchamgeer, and Strombolo, were lying at Perim, when Capt. Guise left it; at which period we are sorry to find no water had been found on the island. It is to be observed, however, that the excavations which they had made in search of it were only then to the depth of 14 feet, so that it would be premature to relinquish the hope of yet finding that necessary article.

On the 25th of June, the Dædalus was dispatched by the Commodore to sound round the island of Gebel Zeghir, and inspect the anchorage.

Admiral Sarcey, who formerly commanded the French squadron in India, is not returned to France as was mentioned, but has retired with his wife and family to a small Dutch settlement on the island of Java, where he lives in the utmost privacy and seclusion.

It appears, by the India Gazettes received overland, that the gallant Captain Cooke, of his Majesty's ship La Sybille, died on the 25th of May, at Calcutta, in consequence of the wounds he received in the action with the French national frigate La Forte. The Deputy Governor ordered the last tribute of military honours to be paid to the remains of that gallant Officer, by whose premature death, in defence of the interests of the British nation in general and the East-India Company in particular, his Majesty has lost a zealous, brave, and active Officer, whose intrepid and skilful conduct in a contest with a vessel of far superior force has added another glorious triumph to the many obtained this war, by the valour of the British Navy, of which, had Providence spared his life, he would have become one of the brightest ornaments. His Majesty's 76th regiment formed the funeral party, and attended the remains of Captain Cooke, with every mark of solemnity and respect. Minute guns were fired from the La Forte, the Caledonia, the Phœnix, the Alligator, and the Hope, during his removal.

APPOINTMENTS.

NOVEMBER—DECEMBER.

Nov. 23. The King has been pleased to grant the dignity of a Baronet of the kingdom of Great Britain to Thomas Troubridge, Esq. Captain in the Royal Navy, and of Plymouth, in the county of Devon, and to the heirs male of his body lawfully begotten.

Captain Searle is appointed to the command of the Ethalion frigate, in the room of Capt. Young.

Admiral Mitchell has had the honour to receive from his Majesty the Red Ribbon for his services in the Zuyder Sea.

Mr. Kelsall, of the Inner Temple, to be Judge of the Vice Admiralty Court of the Bahamas, in the room of the late Mr. Jones.

The freedom of the city of Bristol was voted on the 19th to Robert Kingsmill, Esq. Admiral of the Blue, for his active exertions and unremitted attention in protecting the trade of the kingdom, and especially that of the port of Bristol.

Captain Gardner, son of Admiral Sir Alan Gardner, is appointed to the command of the Resolution man of war, of 74 guns.

MARRIAGES.

T. H. Latham, Esq. Captain in the Marine Forces, to Miss Williams, daughter of the late Thomas Williams, Esq. of Hetrington, in Dorsetshire.

Dec. 2. At Norwich, Vice Admiral Dickson, to Miss Willins, daughter of the late Rev. Mr. Willins, of the above place.

Captain T. G. Shortland, of the Voltigeur, son of Capt. J. Shortland, commanding the Sea Fencibles, at Hull, to Miss Tonkin, daughter of Peter Tonkin, Esq. an Alderman of Plymouth.

OBITUARY.

Nov. 21. Further particulars of Lieut. Harry Humphries, of the royal navy, nephew to Admiral Gardner, and one of the Officers who circumnavigated the Globe with the late Captain Vancouver, of his Majesty's ship Discovery. It is remarkable that during the voyage, which took place between 1790 and 1795, a space of four years and ten months, only one man died in both ships (the Discovery, of 100 men, and the Chatham, of 45), during the whole time, although they experienced every kind of hardship and distress; and, since the return of the ships, seven Officers and thirteen seamen have been carried to their graves by natural deaths, and sixteen have fallen in the service of their country. His remains were interred at Kensington, on the 18th, attended by Lord Camelford, Captain Thomas Manley, of the navy, and two other Officers, who had been his companions in the aforesaid voyage.

July 26, at Bombay, Mr. James Mackey, Purser of his Majesty's ship Arrogant, of 74 guns, Capt. E. O. Osborn, after a lingering illness.

At Sherbourn, Warwickshire, in his 92d year, Joseph Mead, Esq. Captain in the Royal Navy. Mr. Mead was the inventor of a machine for cleaning a ship's bottom at sea, known to the sailors by the name of Mead's Flag; and the author of "An Essay on Currents at Sea," for which he received the thanks of the Lords of the Admiralty.

At Harrold, Bedfordshire, Mr. John Pratt, lacesman, aged 80. Three of his sisters survive him, whose respective ages are 84, 82, and 80.

The 13th of September, on board Sir Sidney Smith's ship the Tigre, off the Island of Cyprus, of a malignant fever, in the 24th year of his age, Major Robert Fead, of the Royal Artillery, a native of Dumfries, and the son of Colonel Fead, of the same establishment, and who is at present serving in Jamaica.

Dec. 12. At Deptford Dock-yard, Robert Bellas, Esq. aged 77.

The 2d ult. at Halifax, Nova Scotia, Capt. R. Allen, of the Navy.

Lately, at Petersburgh, Mr. Peter Maxwell, Master of the ship Countess of Hopetoun, belonging to Hull.

Monday, Dec. 16, died, in a fit of apoplexy, aged 66, John Symons, Esq. Vice Admiral of the Red. He was promoted to the rank of Post Captain in the year 1771, when he went out under Sir Robert Harland to the East Indies, in the Northumberland, was Captain on board the Formidable, in the memorable action of the 12th of April, 1782, under Lord Rodney; and succeeded to the command of the Resolution on the death of Lord Robert Manners; from thence he was removed to the Warrior, which he commanded at the peace, and always distinguished himself both as an able and gallant Officer. He then retired to Bury, where he has ever since resided, a martyr to the gout, but greatly respected by a large circle of friends. This Gentleman, we believe, was the brother of the learned and worthy Dr. Symonds, Professor of Modern History in the University of Cambridge.

The 2d inst. at Plymouth Dock, John Campbell, Esq. Purser of his Majesty's ship Canopus, and late Secretary to Admiral Lord Nelson on board the Vanguard, in the glorious action of the 1st of August, 1798, in which Mr. Campbell was wounded.

In Queen-Anne-street East, Lady Affleck, relict of Admiral Sir E. Affleck.

Saturday, the 21st. died, at Bath, Philip Affleck, Esq. Admiral of the White, he was made Captain in the year 1759, Rear Admiral in the year 1787, Vice Admiral in the year 1793, and full Admiral in the year 1795.

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CHRONOLOGICAL LIST OF

Naval Events,

DURING THE YEAR 1799.

JANUARY.

7. His Majesty's Ship Apollo, of 38 guns, Captain P. Halkett, lost on the coast of Holland.—Crew saved.

11. His Majesty's Sloop Weazle, of 12 guns, the Honourable Captain H. Grey, lost in Barnstaple Bay, with all her crew, except the Purser, Mr. S. Haly.

FEBRUARY.

1. His Majesty's Ship Proserpine, of 28 guns, Captain J. Wallis, driven by the ice on a sand near the mouth of the Elbe, and wrecked; fifteen men, a woman, and a child, were drowned.

2. His Majesty's Sloop Nautilus, of 16 guns, Captain H. Gunter, lost off Flamborough Head. Crew saved.

5. Accounts received of the safe arrival of the Royal Family of Naples at Sicily, on the 28th of December, in the Vanguard, Admiral Lord Nelson.

6. El Santa Teresa, Spanish frigate, of 42 guns, taken by his Majesty's Ship Argo, Captain J. Bowen, in the Mediterranean.

9. The French frigate L'Insurgente captured by the American frigate Constellation in the West Indies; the first act of hostility on the part of the United States against France.

La Prudente, 44 guns, French frigate, captured near the Cape of Good Hope by the Dædalus frigate, of 32 guns, Captain H. L. Ball.

14. Advice received of the loss of his Majesty's Frigate Garland, of 28 guns, off the coast of Madagascar—crew saved: also of the death of Admiral Sir Hugh Cloberry Christian at the Cape of Good Hope.

28. La Forte, French fifty gun Ship, captured in the Bay of Bengal, after a very gallant action by the Sybille frigate, of 44 guns, Captain Edward Cooke, who was mortally wounded, but lingered till May following, when he died at Calcutta.

MARCH.

3. Corfu surrendered to the combined Russian, and Turkish forces. The Leander of 50 guns, and La Brune, French frigate, were in the harbour. The Emperor of Russia in the noblest manner restored the Leander to the English.

19. El Vincelo, of 18 guns, Spanish sloop, captured by his Majesty's Ship Cormorant, Captain the Right Honourable Lord Mark Robert Kerr, in the Mediterranean.

23. Sir William Sidney Smith repulsed Buonaparte in a violent attack of the fort of St. Jean D'Acre.

APRIL.

3. Sir George Yonge appointed Governor, and Commander in Chief, of the Cape of Good Hope.

9. The San Fiorenzo, of 40 guns, Captain Sir H. B. Neale, and the Amelia, of 44 guns, the Honourable Captain Charles Herbert, had a severe engagement with three French frigates; one of 48, one of 44, and one of 42 guns; off Belleisle: the French escaped into the Loire.

26. The French fleet sailed from Brest.

MAY.

4. Lord Keith, with only fifteen sail of the line, offered the Brest Fleet (thirty-three sail) battle, which they declined: although the Spanish Fleet (twenty-two sail) were in sight, lying at anchor, with a wind, in Cadiz harbour.

13. The French Fleet entered the harbour of Toulon.

16. The Spanish Fleet, seventeen sail of the line, and four frigates, sailed from Cadiz.

20. The Cadiz Fleet got into Carthagena.

JUNE.

19. La Junon of 40 guns *, L'Alceste of 36, La Courageuse of 32 guns, L'Alert and La Salamine brigs, of 16 guns each, captured by Lord Keith, as they were returning to Toulon from Egypt.

27. Lord Nelson arrived at Naples with the King, and took the command of the city from Cardinal Ruffo; annulling the capitulation granted by him to the French.

JULY.

1. The Brest Fleet formed a junction with the Spanish Fleet in the harbour of Carthagena.

12. Fort St. Elmo surrendered to Commodore Troubridge.

21. The combined Fleets sailed from Cadiz, consisting of forty-four sail of the line, besides frigates.

* Now the Princess Charlotte, Captain T. Stephenson, in the Mediterranean.

24. His Royal Highness the Duke of Kent embarked on board the Arethusa frigate, of 38 guns, Captain T. Wolley, at Portsmouth, for Halifax.

AUGUST.

5. Admiral Earl Howe died at his house in Grafton-street, Piccadilly, in the 73d year of his age.

6. An embargo laid on all shipping in the ports of Great Britain, on account of the sailing of the expedition against Holland.

13. The Combined Fleets got into Brest, having had a narrow escape; as the Impetueux of 84 guns, Lord Keith's van Ship, got sight of the rear division as they entered.

16. Earl St. Vincent arrived at Portsmouth, after an absence of six years from England.

20. His Majesty's Ship Clyde, of 38 guns, Captain C. Cunningham, captured La Vestale French frigate, of 36 guns, after an action of fifteen minutes, off Bourdeaux.

23. Dutch colony of Surinam surrendered to the British forces, commanded by Admiral Lord Hugh Seymour, and General Trigge.

26. The Republicain, French frigate, of 32 guns, taken by the Tamer frigate, of 38 guns, Captain T. Western, in the West Indies.

28. Admiral Mitchell took possession of part of the Dutch Fleet, viz. one of 66 guns, one of 54 guns—six of 44 guns,—four of 24 guns—one of 32 guns—and thirteen Indiamen, and transports.

30. Admiral Mitchell took the remainder of the Dutch Fleet, viz. one of 74 guns—five of 68 guns—two of 54 guns—two of 44 guns—one of 32 guns—and one of sixteen guns.

SEPTEMBER.

28. His Majesty's Frigate Blanche, of 32 guns, Captain J. Ayscough, lost in the Texel—Crew saved.

OCTOBER.

9. His Majesty's Frigate La Lutine, of 32 guns, Captain Launcelot Skymer, lost off the Fly Island—Crew all drowned except two.

14. His Majesty's Ship Nassau, of 64 guns, Captain G. Tripp, lost on the coast of Holland, with forty-two of her crew.

17. The Naiad, of 38 guns, Captain Pierrepoint; the Ethalion, of 38 guns, Captain James Young; and Triton, of 32 guns, Captain J. Gore; captured off the coast of Spain the Spanish frigates Santa Brigida of 36 guns, and Thetis of 32 guns, having on board 3,000,000 of dollars, and a valuable cargo of cocoa and cochineal.

19. His Majesty's Ship Impregnable, of 98 guns, Captain Jonathan Faulknor, wrecked in a gale of wind between Langstone and Chichester—Crew saved.

22. The Cerberus frigate, of 32 guns, Captain J. Macnamara, fought a very gallant action with five large French frigates off Cape Ortegal, and succeeded in burning one of the convoy they had under their care.

NOVEMBER.

16. His Majesty's Ship L'Espion, of 38 guns, Captain Jonas Rose, armed *en flute*, with 400 Russian troops from Holland, got on the Godwin Sands and was lost—Troops and crew saved.

DECEMBER.

Fourth part of the dollars taken on board the Spanish frigates were brought in procession to the Bank of England, guarded by a detachment of naval officers, seamen, and marines, and a party of light dragoons.

PLYMOUTH REPORT,

TO THE END OF THE YEAR 1799.

Dec. 24 Wind E. N. E. Hard Frost. The French Surgeons, Mates, and others, were this day confined to the Dispensary and Surgery of the Mill Prison, by Mr. Cleverton, agent of prisoners of war, till further notice, pursuant to orders from Government. With the usual liberality of the British Government, notice has been also transmitted from the Duke of Portland's Office, that what deficiency there might be in the allowance to our prisoners in France, in bread, beer, wine, or meat, would be made up and paid for by the British Government.—So that British prisoners in France will have full allowance.

26. Wind E. N. E. Hard Frost. Went into the Sound, the Revolutionaire, 44 guns, Captain Twysden, and Amelia, 44, Honourable C. Herbert. Orders came down this day for all Irish cruisers ready for sea to repair to their different stations on the Irish coast. Sailed, the Cambrian, 44 guns, Hon. Capt. Legge, on a cruise. Arrived, the Diamond, 36 guns, Captain Griffiths, from a cruise.

27. Wind E. Hard Frost. Went down the Hamoaze into the Sound, the Phœbe, 36 guns, Captain Barlow. Passed by to the westward, the Apollo, 36 guns, Captain

Halkett; the West India convoy; and the Hornet, 18 guns, Captain Nash. Orders came down this day from the Admiralty for La Decade, 44 guns, Captain Wallis, and Santa Margaretta, 36 guns, Captain Parker, to repair to Cork the first fair wind, to convoy the outward bound West India fleet collecting at that Port, and to convoy them to a certain latitude. La Decade is to proceed to Port Royal, Jamaica; but the Santa Margaretta is to return to the Irish station.

28. Wind E. N. E. Hard Frost, Cloudy. Sailed, La Decade, 44 guns, Captain Wallis, and Santa Margaretta, 36 guns, for Cork. The Princess Royal, 98 guns, is now alongside the Jetty Head, preparing for commission, having undergone a thorough repair. Accounts from Torbay state the arrival there of the Foxhall schooner of this port, with dispatches for the Western Islands, in distress, and after being repaired caught fire, and was burnt to the water's edge. Sailed, the Fury bomb on a cruise. Arrived from Portsmouth, the Ranger cutter from a cruise.

29. Wind E. N. E. Hard Frost. Arrived from Petersburgh for Oporto, the Mercurius, Batty, and the Diamond, 36 guns, Captain Griffiths. Arrived from Christiana, with deals, the Vreyheden, Lamberg; also, from ditto, the Trenc, Bindling; and Anacreon sloop of war from the Downs. Sailed the Vaillant lugger on a cruise.

30. Wind E. Rather Mild. Arrived the Swift cutter, Lieutenant Sanders, from off Brest. By her, accounts are brought, that between the Saints and Penmarks they hooked up a few days since several pieces of floating wreck; one piece a gun carriage marked Ethalion, 24 pounder, and a writing desk: but whether the Ethalion, 38 guns, Captain Searle, is lost on the Saints, or in distress had thrown any guns overboard, still remains in a state of incertitude. Letters from Falmouth state, that the Viper cutter, of twelve guns, 4-pounders, and 43 men, Lieutenant Pengelly, had captured and brought in there, after a gallant action, La Furet, 14 guns, and 64 men, French privateer, Citoyen Bouvet, out two days from St. Maloes.

31. Wind E. Cloudy and Cold. Letters from an Officer of the Success frigate, Captain Peard, dated off Malta, the 30th of September last, state, that she and her consorts were all well off Malta, and it was hoped the island would soon surrender, as the garrison of Viletta was in want of provisions. Mr. Whitford, coroner for Devon, took an inquisition on the body of a seaman washed ashore in Yealm river. Verdict, *Accidental Death.*

Ships of War in Commission, ready for Sea, and getting ready, in Hamoaze, Cawsand Bay, and the Sound, December 31, 1799.

IN HAMOAZE.

Cambridge	84	V. Ad. Sir T. Paisley, Bart. Capt Wickey.	Renard	18	Capt. Spicer.	
Canada	74	—— Hon. De Courcy.	Spy	18	—— Grosvenor.	
Russell	74	—— H. Sawyer.	Kangaroo	18	—— Brace.	
Centaur	74	—— Markham.	Suffisante	18	—— Whitman.	
Robuste	74	—— Countess.	Havich	18	—— Bartholomew.	
Naiad	38	—— Murray.	Raileur	18	—— Raynor.	
Nymphe	36	—— Frazer.	Megæra Fire Ship	—— West.		
Doris	36	—— Lord Ranelagh.	Fury Bomb	—— Curry.		
Terpsichore	32	—— Gage.	Prudent, Bienfaisant, and Commerce de Marseilles Prison Ships.			
Atomene	32	—— Digby.	Le Caton Prison Hospital Ship.			
Triton	32	—— Gore.	St. Nicholas, St. Ysidro, Europe, and Samposa Prison Ships.			
Trompeuse	24	—— Robinson.				
Voltigeur	18	—— Shortland.	Myrmidon Slop Ship.			
Penguin	18	—— Littlehales.				

IN THE SOUND.

Ruby	64	Capt. H. Gardner.	Phœbe	36	Capt. Barlow.
Dictator	64	—— Hardy.	Sirius	36	—— King.
Revolutionaire	44	—— Twysden.	Prevoyante	32	—— Seaton.
Indefatigable	44	—— Taylor.	Cerberus	32	—— M'Namara.
Clyde	44	—— Cunningham.	Sophia	18	—— Burdett.
Stag	38	—— Yorke.			

IN CAWSAND BAY.

Neptune	98	Capt. Vashon.	Triumph	74	Rear-Adm. Collingwood. Capt. Succombe.
Atlas	98	—— Jones.			
Impetueux	84	—— Sir E. Pellew, Bart.	Bellona	74	—— Sir T. Thompson, Knt.
Juste	84	—— Sir H. Trollope, Bt.	Dragon	74	—— Campbell.

The above are exclusive of cutters luggers, and other small armed vessels.—Arrived the Atlas, 98 guns, from Torbay, having carried away her rudder in a gale of wind at S. F.—4 P. M. Letters have been just received at Dock of the safe arrival of the officers and crew of the Ethalion frigate, wrecked on the Saints Island the 25th ult. at three A. M. They were taken on board the Fisgard, 48 guns, Captain Martin; Danaë, 24, Lord Proby; Sylph, 18, Captain Dashwood; and Nimrod cutter.

APPENDIX.

ADDITIONS AND CORRECTIONS, TO THE EDITOR.

Penzance, Aug. 28th, 1799.

A relation of Dr. W. Borlase, author of the Natural History of Cornwall, but a much nearer one of Captain W. Tremenheere, of the Marines, is desirous of rectifying an error (perhaps of the press) in your valuable publication, The Naval Chronicle, (vol. i. page 474,) giving an account of Penzance.

"Mr. Pennant informs us that the numbers (of pilchards) taken at one shooting of the nets is amazingly great. *Dr. Borlase assured him*, that on the 5th October, 1767, there were, at one time, enclosed in St. Ive's Bay, 7000 hogsheads, *each hogshead containing 35,000 fish—in all* 245,000,000."

The fact is, that a hogshead never contains more than 3,500 fish, seldom, indeed, so many; the difference is therefore immense. Yours, J. T.

Page 263, line 21. Lieutenant Parkinson was promoted at the immediate request of the King of Naples. This spirited officer was Lieutenant of the Vanguard, in the action off the Nile. Captain Parkinson was brought up in the school of Lord Hood; he was Lieutenant of the Dido in her action with the Minerva, in 1793.

A friend to the Naval Chronicle begs leave to correct an error in the account of the officers employed in the destruction of the arsenal at Toulon; which is, that Captain Richard Gambier Middleton, who now commands in the Mediterranean, was not the officer who was on board the Britannia at that time. The gentleman there mentioned was Lieutenant Thomas Middleton, which said Thomas died about two years ago in Yarmouth Roads, nominal Commander of his Majesty's Ship Comet; yet to the great loss of his widow and family, she is informed he was not confirmed.

We are informed from respectable authority, that Mr. Coleridge is the author of the Rime of the Ancyent Marinere (pages 328. 418.) and of many of the poems in the LYRICAL BALLADS.

Page 341. Dimensions of his Majesty's Ship Canopus, *add*, Names of officers on board, when she arrived at Plymouth.

Captain—Bartholomew James, at present on half pay.

Lieutenants—James Molineux, *advanced to the rank of Commander.*

Joseph White, *wounded in the Action off the Nile, by a splinter, which wound still continues painfully unhealed.*

Joseph Marett.

Thomas Consitt.

John Hall.

John Campbell, *Purser, Admiral Nelson's Secretary.*

Marine Officer, Lieutenant T. Weaver.

MR. EDITOR,

In your Biographical Memoir of Lord Hugh Seymour, the following is omitted: "When the pursuit and action with Admiral Langara's Squadron began, Lord Hugh was left with The Convoy. Two Spanish Ships of the line hove in sight, which had been separated, some days previous to the action, from the Spanish Squadron. Lord Hugh immediately hailed two large Indiamen (store-ships), and ordered them to draw into a line; to sail towards the enemy, and make false signals. His Lordship continued his course with the convoy—the two Spanish men of war taking the Indiamen for Ships of The Line, tacked, and made sail from them to the westward: by this manœuvre Lord Hugh saved the convoy; the garrison of Gibraltar was at this time in the utmost distress for the provisions that were on board."

In answer to an old Lieutenant, we add, that a new edition of Mickle's Lusiad, the Epic Poem of Camoens, has been published during the present year, in two volumes, 8vo.

To Sir Sydney Smith's letter, giving an account of the SIEGE OF ACRE, add the following return of the principal officers serving in, and attached to his Majesty's Ship Tigre, June 30, 1799.

Captain——Sir Sydney Smith, K. S.

Lieutenants—Canes, *promoted to his Majesty's Ship Theseus.*

France, *ditto, ditto Alliance.*

Mounir, *exchanged into the Alliance.*

Rushby, *prisoner, taken in the Foudre.*

Wright, *wounded in storming the mines of Buonaparte, sent into sick quarters at Berond.*

Chaplain, Lloyd.——*Master*, Iver.——*Purser*, Penny.——*Surgeon*, Collins.——*Gunner* Stuard.——*Boatswain*, Brand.——*Carpenter*, Bray, *absent in Jerome floating battery.*——*Secretary*, Keith.——*Clerk*, Jones, *convalescent.*

END OF VOL. II.

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